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LARRIVET	18 60	19 20
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A. S. WATSON & CO.,  
LIMITED.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd March, 1901.

Among the many important questions which will arise when the Chinese Imperial Court has returned from Hsianfu to Peking and a guarantee has thus been given of the stability of the agreement between the Powers and China, none will more intimately concern the future welfare of the Chinese Empire than that of tariff revision. Before the Boxer outbreak last spring overthrew all the calculations of the diplomatists, it was beginning to look as if tariff revision were likely to be the next subject to come under consideration of the British representative in China. Rumours were assiduously circulated in Shanghai and elsewhere that Sir Claude MacDonald had actually agreed to a raising of the existing Customs tariff. A promise, however, was given that no change of tariff was likely to take place without previous consultation with the parties most interested, more especially the Chambers of Commerce of Hongkong and Shanghai. The troubles of last year drove all such questions into the background, but now that peace prospects are growing (though but slowly) brighter the matter of duties on imports into China must soon regain its previous urgency. In this question of tariff revision the fate of the *lekin* duties holds a large place. On the 12th day of last month the Hon. T. H. WHITEHEAD read a paper before the Royal Colonial Institute on "The Expansion of Trade with China," and in the course of his remarks he naturally had something to say about the *lekin* question. With his words all British merchants in China, we imagine, must heartily agree, for he brought forward once more the arguments which have long been familiar with those who have studied the tariff question out here, though they have failed so far to induce the official mind to grapple with the difficulties of the problem requiring solution. For no one can deny that the problem, how to get rid of the *lekin*, is a very difficult one. Mr. WHITEHEAD himself says:—"The speedy abolition of inland taxes and levies on trade would be a difficult step to effect in isolated parts of China. It might be practicable in and near the Treaty Ports, but in other parts of the country the merchant and the trader relieved of 'paying *lekin* would, according to previous experience in the matter of 'Transit passes,'

be boycotted and thus be unable to sell 'his goods.' The change therefore must be gradually brought about—the opposition of the Chinese will insure this—but there must be no doubt that it will come to pass. The present time, as Mr. WHITEHEAD says, is most opportune for insisting upon the gradual abolition of *lekin* and inland taxation on trade, as well as upon the actual opening up of the inland waterways of China to steam navigation on equal terms to all nations."

The backbone of the opposition to the abolition of *lekin* is of course the provincial officials. Writing on this question last May the *Orientalist* Lloyd said:—"One of the main objections—and it seems a genuine Chinese objection—is the fact that the abolition of the *lekin* would make many thousands of people paupers who now find employment by the system and make a comfortable living. It must be granted that 'consideration of this kind, however much it may influence the Chinese Government,

'can have no weight with the Powers.' Our German contemporary went as to question whether the deficiency caused by the abolition of *lekin* would be covered by the proposed increase of import taxation, and continued: "To us it seems very doubtful that the money derived from increased customs charges, once transmitted to the Imperial Government coffers, would find its way back to the different provincial governments, and these, being deprived of one of their main resources, would seem to be compelled to levy blackmail upon natives and foreigners from dire necessity."

The difficulty here raised is by no means to be disregarded, but with a reformed Government at the head of affairs in China the prospect of the provinces being fairly treated in the distribution of revenue is far better. It should be arranged beforehand, as Mr. WHITEHEAD said in the speech from which we have quoted, that the revenue from the revised tariff shall be divided proportionately between the Central and the Provincial Governments, and the new treaty should contain a stipulation that the increased tariff shall be collected and administered by the Imperial Maritime Customs. "This department," Mr. WHITEHEAD justly says, "has rendered the most valuable service to the Central Government and to foreign trade ever since it was established in 1859. The fact of the

"new-increased tariff being collected by the Imperial Maritime Customs would be a sufficient guarantee that the money would be honestly collected. In the staff of the Maritime Customs there is the nucleus of the very best material for the ultimate formation of a Civil Service for the Chinese Empire. From an increased volume of trade on which would be charged the revised and increased tariff, China and the Chinese people would derive immense benefit."

The Russian battleship *Sevastopol* arrived yesterday from Colombo.

During the 24 hours preceding noon yesterday there were reported one fresh case of plague and one death (Chinese).

The predictions of Madame Zaria, the American fortune-teller now in Hongkong, are said to be creating quite a sensation locally, and many people are taking the opportunity of having a look into the future.

The *Shanghai Mercury* understands that the Gwendoline Mine in Corea has been purchased by a British syndicate in London, and that they will organise the entire staff. The purchase money is stated to be £25,000.

The *Singapore Free Press* anticipates that on the visit of the Duke and Duchess of York to Singapore the squadron from the China station to welcome their Royal Highnesses may include H.M.S. *Centurion*, *Goliath*, *Argonaut*, and *Endymion*.

The Dallas Company yesterday evening submitted that very successful musical comedy, *The French Maid*, at the Theatre Royal, to an audience of good proportions. The production went off with great spirit and success were frequent. A fuller report will appear to-morrow.

The Chinese Representative in Tokyo is said to have addressed to his Government a memorial of over 200 articles urging the reform of China's administration on Japanese lines. It is added that Viceroy Liu, to whom, in common with other local officials, the memorial was sent by the Throne for consideration, has endorsed many of its recommendations.

An *Asahi* despatch says:—"In connection with Li Hung-chang's appeal to the Hsianfu Government for the enrolment of certain companies of Governor Yuan's troops as Imperial bodyguards, an Imperial Edict has now been issued directing the Governor to send six companies to Hsianfu at once. The Tartar General asserts that the Russo-Chinese secret agreement was due to the necessity of providing means of defence against bandits. Li Hung-chang is of opinion that as the agreement mentions 'for the time being' it should be abrogated on the conclusion of the peace negotiations. A heated discussion took place between Li and the Russian Minister to Peking on this point. The peace negotiations will inevitably be interrupted for some time.

Owing to the pressure on our space, we are compelled to hold over a letter by 'Waiting' re the Sanitary Board.

A Hiroshima despatch to the *Asahi* states that the Fifth Division of the Japanese Army in North China will not be withdrawn in April as originally intended, owing to the condition of affairs at Peking.

A statement appears in the Russian Press that in view of the development of late years of trade between the mouths of the Obi, North Siberia, and British ports, it is intended to adapt one of the bays of the Obi Gulf to the purpose of an export port. With this object, port works will be undertaken such as may be necessary for suitable anchoring, discharging, and loading of vessels.

We have received the December and January number of the *China Review*, which commences with an interesting article on "Han Wa Ti and the Aboriginal Tribes on the South-Western Frontier of China," by Mr. T. W. Kinsmill. The magazine contains also contributions by Messrs. Edkins, Von Zuch, and J. Dyer Ball, and Mr. H. Parker's "Notes and Queries."

The *Bangkok Times* writes sympathetically about the beach-nuisance, of which we wrote a short time ago. Our contemporary recalls the fact that at one time some years ago it expressed an opinion that Bangkok was the "dumping ground" for the detritus of the Far East, and was promptly sued for libel by a couple of hypersensitive and impetuous souls. This of course, was before the community knew better.

According to Japanese reports the Indian tea-merchants in Canada are actively pushing sales of Ceylon tea. The Ceylon tea-men have manufactured green tea similar to the Japan tea to compete with the latter. As quotations for Japan tea are 30 per cent. higher than they were a year or so ago, while those for Ceylon tea are correspondingly lower, the future of Japan tea is seriously threatened. There is no representative of the Japanese Tea Guild at Montreal at present, and the Japanese say that the Indian merchants, in their anxiety to drive Japan tea from the markets in Eastern Canada are advertising in the papers that it is poisonous and harmful.

Much gossip has been sprung up in local shipping circles, within the last day or so, as to the rumoured sale and purchase of certain steamers which have been running in Chinese waters. As a result of our enquiries we find that the *s.s. Siam* has been sold by Messrs. Bradley & Co. of the Praya to Mr. George McBain of Shanghai at a price approaching \$180,000, and that the *s.s. Milan* which came here with a cargo of coal, has changed owners, having been purchased by a London Company, of whom The Asiatic Trading Co. are the local agents, for £25,000 (sterling). It is also stated that three other local steamers are in the market, but it is only a very vague rumour that the China Merchants have sold their vessels, wharves, &c., as a going concern to a foreign syndicate. This syndicate, it may be mentioned, is said to be German; and there is also a rumour to the effect that the Kiaping Mine is to fall into German hands.

We have already recorded that H. E. Wu Tzang-fang, Chinese Minister to the United States, declined an invitation the other day to meet Major-General Otis at a dinner in New York. Papers now to hand give Minister Wu's letter of declination, which was as follows:—"While I appreciate your courtesy highly, I feel that I am obliged to decline for the following reasons. I admit that I feel great admiration for General Otis as a military commander and respect him highly as a gentleman, but I think he, while Military Governor, committed an egregious error and did great injustice to the Chinese by introducing the Chinese ordnance into the Philippines, which have stirred up race prejudice and done harm to those islands. While I believe that General Otis acted upon the ill-advice of some one, still if I were to attend the dinner given in his honour I could not decline the invitation to say something concerning the General, and what I have to say might not be pleasant to the General or his fellow banqueters to hear, though, as I said above, I hold him personally in very high esteem."

A representative of the *Singapore Free Press*, presumably its Editor, who takes such an active interest in musical affairs in that Colony, has been interviewing our local musical celebrity. Our contemporary states:—"Mr. A. G. Ward, who is such an energetic promoter of things musical in Hongkong, has passed through home-wards on a holiday. He hopes to visit Bayreuth this summer and hear the Wagner cycle of operas. One of his plans is the systematic extension of musical education in Hongkong, through the establishment of a regular School of Music. Mr. Alec Marsh will be principal Professor of Singing; there is available now a fair staff for piano and organ study, and Mr. Ward hopes to secure a competent professor of the violin. He had a long talk yesterday with the President of the Philharmonic Society, here as to musical organisation generally in Hongkong and Singapore. The chief difficulty in carrying on sustained work, it was agreed, is the apathetic inertia of the average so-called musical person, who requires a deal of 'shop-barring' and wheedling into doing anything at all. Also the incapacity of many gentlemen and ladies to understand that irregularity of effort is inimical to all real chance of even moderate achievement. To attend one-out of three choir or orchestral practices is no adequate reason for getting on to a pedestal of virtue, and exuding conscious rectitude at every pore. But we have seen it done."

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 21st March, 6.43 p.m.

## IMPERIAL COURT AWAITS PEKING'S EVACUATION.

A private telegram received in Shanghai from Hsianfu to-day states that the Imperial Court is going to Hsianyang, in Hupeh, to await the evacuation of Peking by the Allies.

## CRITICAL POSITION BETWEEN BRITISH, FRENCH, AND RUSSIANS.

Tientsin reports that the situation both with the Russians and with the French remains highly critical. The British, it is said, are taking every precaution against possible troubles.

## REUTER'S SERVICE.

LONDON, 19th March.

## THE ADMIRALTY AND THE COALING STATIONS.

Mr. Forster in the House of Commons said that the Admiralty was not disposed to accede to Mr. Bradrick's proposal to transfer the smaller coaling stations to the Navy, but they were considering the matter.

## THE AUSTRALIAN NAVAL CONTINGENT.

Mr. Forster paid a tribute to the Australian Naval Contingent in China, and hoped that Canada would on no distant day imitate the Australian precedent.

## COLLISION IN THE HARBOUR.

Between half-past four and five o'clock yesterday afternoon, the British steamer *Glengyle*, (of the Glen line, whose agents are Messrs. McGregor Bros. and Gow) which was just then entering the harbour from London and Singapore, collided with the British steamer *Hanchoo*, one of Messrs. Butterfield and Swire's vessels, which had come in from Chingkiang. The spot where the mishap occurred was about mid-stream, opposite a point between Polder's Street and the Ferry wharf. The *Hanchoo* has received the greatest injury, having had her bows completely smashed in. In fact the impact has been so great as to damage the whole of the plates above the water line, and about one half the distance to the rail has been opened out, leaving a large aperture on the fore side of the water-tight bulkhead. The *Glengyle* is but slightly injured. The exact cause of the casualty is at present a matter of conjecture, and, under the peculiar circumstances attending it, must remain so until the Marine Court of Enquiry reveals it. The damage is estimated at several thousands of dollars.

## ANOTHER BURGLARY IN QUEEN'S ROAD.

DROZ AND COMPANY AGAIN BURGLAR.

Messrs. Droz & Company, 10, Queen's Road Central, who were made the victims of a daring burglary on Chinese New Year's day, when the window of their shop was broken and something like one hundred and fifty watches stolen, have again been similarly visited, their premises having been broken into either late on Wednesday night or early yesterday morning. On this occasion an entrance into the premises was effected from the back, and altogether 36 watches stolen. Information was given to the police, and Sergeant Marison of the detective staff, was given charge of the case. From one of the Chinese detectives employed by him Sergeant Marison learned that an attempt had been made to pawn the watches, and following up this slight clue the yesterday morning arrested three men, who had in their possession a basket containing about two hundred watches. It is believed that the same gang was responsible for the former burglary at Messrs. Droz & Company's shop, in connection with which the police at the time were unable to make any arrests. The three men will probably be brought before the magistrate to-day.

## LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of Japan* arrived at Kobe at 5 a.m. on Wednesday, the 20th inst., and left again at noon same day for Yokohama, where she was due to arrive at 1 p.m. yesterday.

The H. A. L. steamer *Astoria*, from New York, left Manila for this port on the 19th inst., and may be expected here to-day.

The N. Y. K. steamer *Maiki Maru* (Bombay Line) left Kobe via Moji for this port on the 20th inst., and is expected to arrive here on the 27th inst.

## HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Hongkong Sanitary Board was held. In the absence of the Hon. E. H. May, C.M.G. (Vice-President), and Captain Superintendent of Police, Dr. Bell (Acting Principal Civil Medical Officer) was voted to the chair. There were also present Mr. W. Chatham (Acting Director of Public Works), the Hon. A. W. Brown, Mr. E. Osborne, Dr. Clark (Medical Officer of Health), Mr. Fung Wa Chuen, Mr. Chan A Fook, and Mr. G. A. Woodcock (Secretary).

RESIGNATION OF MR. J. HOKKE. The SECRETARY read a letter from the Colonial Secretary stating that Mr. J. Hokke had resigned his seat on the Sanitary Board, and that arrangements would be made for the election of a successor.

The CHAIRMAN said that this matter was referred to at the previous meeting, so that all that was necessary now was to lay the letter on the table.

BATH-HOUSES FOR CHINESE COOLIES. The SECRETARY read the following minute from His Excellency the Governor, dated the 7th instant, relative to the provision of bath-houses for Chinese coolies:—"I think it may have an important bearing upon the health of the colony if two or three bath-houses can be supplied for the use of the working coolies. Ask the S. B. to advise as to this matter and the location of the bath-houses."

Lieut.-Col. Hughes, R.A.M.C.:—"Most necessary."

Mr. Hartigan:—"It is eminently satisfactory to find His Excellency advocating a measure urged by the S. B. on previous Governments unanimously. His recommendation should be taken in hand forthwith."

Mr. Fung Wa Chuen:—"It is very important that public bath-houses for coolies be established."

Mr. E. Osborne:—"I think the Board recommended public baths some time ago. They are badly needed, especially for the cool-coolies at Wanchai."

The Vice-president:—"In Shanghai, Peking, Tientsin, and other Chinese cities, public baths are opened by private enterprise, like at home. If a Chinese were granted the sole privilege of opening bath-houses, I believe they might be opened in that way. In fact I was approached on the subject some years ago."

The CHAIRMAN said the Board was asked to advise as to this matter of bath-houses and to select some sites. He thought there was no question whatever that it was a very good scheme indeed, and he thought the work should be done by the Government. If they waited for private enterprise in the matter it would be a long time in coming. He thought the Government might start with two baths—one east and one west. As Mr. Osborne said, one was very much required in the Wanchai district for the cool-coolies there. He suggested the appointment of a committee to select sites.

Mr. OSBORNE proposed the appointment of Dr. Clark and Mr. Chatham.

Mr. FUNG WA CHUEN seconded, and the motion was carried.

## THE ANOPHELES MOQUITOES.

The SECRETARY read the following report of Dr. Thomson on the presence of the larvae of the anopheles mosquito in the neighbourhood of the cattle-depot at Kennedytown:—"I have the honour to report that at the suggestion of the Director of Public Works I have carefully inspected the neighbourhood of the cattle-depot at Kennedytown with a view to ascertaining its present condition as regards the presence of larvae of anopheles mosquitoes and I submit the results of my observations for the information of His Excellency the Governor. I spent the afternoons of Friday, 1st instant, and Tuesday, the 5th instant, at Kennedytown, making my second visit partly to complete notes made on the previous occasion and partly to investigate the result of the severe cold of the preceding two days. I enclose a plan of the district to illustrate my report."

(1) Considering first the main stream marked "A" on the plan—the complete removal of all brushwood from the lower part of it and the filling up of many side pools, are an undoubted improvement to the district. But I found the whole stream in its more stagnant parts literally swarming with larvae of anopheles, which were not confined to any particular hollows. Immediately above the plank bridge beside the old mortuary is a deep pool round the edges of which I was able in the presence of Inspector Watson to scoop up larvae and pupae at nearly every dip of the spoon. And a similar condition existed all along the main stream. Moreover, over the position of some of the old side pools, now filled up, a greenish ooze of water-weed has formed above the lime and cement with which they have been filled owing to a trickle of water over them, and in this ooze I found the larvae abundant.

3. There are two branches of this stream which join in near the old Tung Wa Mortuary. That marked "B" is also infested with larvae everywhere but that marked "C" is quite free from them, owing to its being rendered foul by soap and soda used by washermen along its banks and so made unfit for the breeding of anopheles.

4. Turning my attention to the Valley on the East side of the spur occupied by the new Police Station, I found the nullah marked "D" at the date of my visit almost dry and such pools as exist in a foul condition owing to the presence of workmen quarrying or breaking up rocks higher up and consequently free from larvae, while that marked "E" is similarly free from anopheles owing to the use of it by washermen, though I found larvae in springs by the side of the stream.

5. I further continued my enquiry to the west side to which I first referred. At "F" there is a nullah partly trained and in this trained nullah above the slaughter-houses I found a green ooze similar to that above mentioned coating the surface of the stone floor of the watercourse at certain points where water was trickling from the sides and swarming with the larvae of anopheles.

6. At "G" to the south-west of the new disused silk-works there is a marshy piece of ground used as a vegetable garden and here to I found the larvae abundant.

7. At "H" close behind the site of the proposed Tung Wah Hospital Infectious Diseases Branch, there is elevated marshy ground similarly harbouring larvae in abundance.

8. Having given the foregoing facts very careful consideration the following seems to be their practical bearing:—

(1) The valley drained by the two streams marked "D" and "E" does not demand early attention, but inasmuch as there is already in it a considerable Chinese population and as the Chinese city will probably tend to spread more into this valley the nullah should eventually be trained when nullahs near the centre of the city have been dealt with.

(2) The neighbourhood of the proposed Chinese Infectious Diseases Hospital marked "G" & "H" will need to be thoroughly drained before that building is occupied or it will certainly prove unhealthy. A free channel for a stream flowing past the site should be made with some system of subsoil

drainage for the marshy ground as a whole, to remedy the present damp condition of large part of the surface. In connection with the further cutting of a sloping bank behind the new Hospital, which I understand is to be made a deep ditch hollow between the new site and the Government Infectious Diseases Hospital should be filled in, until proper provision is made for the stream passing through it in the interest of both hospitals. (3) Not much more of a temporary character can be done for the improvement of nullahs to the south-west of the cattle-depot, marked "A" and "B," and I do not think that the needs of the locality at present justify the very expensive measures that would be required to adequately drain the nullah. Much of the bed of the main stream, and its branches a solid irregular rock, and even after this is levelled out, means would be required in this district to be adopted to prevent the existence of the green water-weed to which I have above referred. The presence of anopheles is no source of injury to the cattle, sheep, and pig depot, since their inmates are only there for short periods, previous to being slaughtered, nor to the rope-works whose employees are probably entirely, or chiefly, there during the day only, so that meanwhile the only inhabited house requiring consideration is that of a caretaker of the cattle-depot. Should further building be projected, this whole subject would require consideration, but in the meantime it seems to me that the inmates of the caretaker's house might be efficiently protected by a combination of the following inexpensive measures:

(a) The use of kerosene in the pools. In the vicinity of the house I recommend the weekly application of it to all pools in which anopheles larvae are able to recognize the larvae of anopheles, thus driving them all through the next few months, to remove their numbers as much as possible before the seasons come around again when breeding goes on more rapidly. This should be done in the stream "A" from the cattle-depot to the well known spot above the junction with the stream "B" and should include two lower part of the latter. The total amount of the kerosene required would not be great, as only the pools and places where green ooze exists would need to be done. About one teaspoonful of kerosene to the square yard of the water surface is sufficient, an amount that will not injure the water for drinking purposes at the cattle-depot.

(b) The protection of doors, windows, and verandahs of the houses, by wire-gauze, a measure that in the hands of various Italian malaria-exterminators, especially Ughi, has proved entirely satisfactory in some of the worst malarious parts of the Italian railway lines. I shall be glad to point out to the Director of Public Works what I think might be done in this respect and I would suggest that the Government should get out from England a quantity of iron wire-gauze with a mesh not exceeding one-eighth of an inch, and use it for the purpose of screening the doors and windows of isolated houses occupied by police and others in malarious localities where more radical measures for dealing with anopheles may not be justified by existing means. At ordered now it could be to hand before the next malarious season.

(c) Medicinal prophylaxis. For this particular family I would recommend the use of quinine which is more easily given to children, less severe in its general effects, and quite as effective as quinine itself in its anti-malarial action.

9. One site of the new police station will probably prove healthy without any special protective measures, on account of its high location, and its true exposure to wind all round. Should experience prove otherwise, medicinal prophylaxis methods to those just described can be employed.

10. After the severe cold at the beginning of the present week, the larvae were much less abundant where I had previously found them swarming, and were still to be found in considerable numbers. I fortunately had some under observation in a glass jar in my verandah, when the temperature fell so suddenly. They became sluggish and torpid, and most of them I buried under a layer of sand. In the sun-rays they have become quite lively again, it is probable therefore that the climate is more favourable to their growth at the present time is more apparent than real, since they are most easily recognized in ordinary circumstances by their very characteristic movements when disturbed.

11. In conclusion I take this opportunity of urging active efforts for the destruction of the larvae of mosquitoes, not only in Kennedytown, but all over the Colony, at the present season when new generations are not being developed or at least only comparatively slowly, and when therefore such efforts will be much more effective than during the actual fever season.

Dr. HARTIGAN moved:—"I should like to add that some three months ago, and again lately, certain Eurasian messengers were employed at Quarry Bay and also at the Metropole Hotel. Yesterday I inspected these pools and found them quite free from anopheles larvae with the exception of two small pools, one of which I had overlooked, while the other lying out of the stream had not been affected by the petroleum poured in higher up. This shows how slight carelessness or inattention may nullify what would otherwise be a successful experiment. The Director of Public Works is mistaken in supposing that the anopheles have since spread over large parts formerly free of them. They always existed in these places. Dr. Thomson's report only emphasizes the necessity of skilled supervision and continuous action in dealing with anopheles pools.

Cecil, the Italian malaria authority, has pointed out the facts noticed by Dr. Thomson, viz., 'The breeding in green ooze and in the bottom of narrow canals and trained nullahs when almost dry,' and has pointed out how these conditions can be most successfully overcome. We are only at the beginning of our knowledge as regards the prophylaxis of malaria, and it is, to say the least, disappointing to find the president of the Sanitary Board stating *ex cathedra* that this method of combating the mosquitoes is hopeless, when the experiment has been but half carried out, is only in existence a month, and when no attempt has been made either in the first place to free the nullah from larvae, or to prevent their reproduction pending the complete 'wash out' of the nullah during the rainy season, and this too notwithstanding Dr. Thomson's strong recommendation urging active efforts for the destruction of the larvae of mosquitoes all over the colony—when therefore such efforts will be much more effective than during the actual fever season.

Mr. OSBORNE said:—"In connection with this report I think it is due to the committee who reported upon the proposed site of the Tung Wah Infectious Diseases Hospital and especially Dr. Hartigan, to point out that Dr. Thomson fully corroborates the Committee's statements concerning the unhealthy surroundings of the site, and effectually disposes of the denial of these statements made by yourself and the late Director of Public Works, Dr. Thomson says:—"To the S.W. of the new disused silk-works there is a marshy piece of ground used as a vegetable garden, and here too I found the larvae abundant." (b) Close behind the site of the proposed Tung Wah Hospital Infectious Diseases Branch there is elevated marshy ground similarly harbouring larvae in abundance. (c) The neighbourhood of the



proposed Chinese Infectious Diseases Hospital will need to be thoroughly drained before that building is occupied or it will certainly prove unhealthy. It is true that the denial of Mr. Osborne and myself arose partly from a misunderstanding as to the precise spot Dr. Hartigan referred to, but in reading between the lines of your Report to Government it is difficult to avoid the suspicion that advantage was taken of this loophole to quibble over and discredit Dr. Hartigan's statements, and it is the accumulation of such incidents that has deprived the Colony of its valuable services on this Board. I beg to propose that Government be asked to give effect to Dr. Hartigan's recommendations, and especially those referring to the Infectious Diseases Hospital.

The CHAIRMAN said that in connection with this matter, he would like to point out that the recommendations were being carried out. He supposed the matter was reported to the Sanitary Board in due course. The Government were taking steps in the matter. A special man had been told off from the Public Works Department. He must take exception to Mr. Osborne's remarks about the report on the site. He (Dr. Bell) thought, and would think till his dying day, that the description of the site by Dr. Hartigan was wrong. With regard to the charge of quibbling, that he also denied. Their words were recorded, and if he and a site was healthy and it was proved to be healthy, there was nothing to prevent the work at the Colonial Office being set up, and that made him very careful. Some defects he contended were found out and mentioned, and he instanced the water-cress bed. He refrained from making any remarks at last meeting, when Dr. Hartigan made his speech, because there was an element of warmth in the whole matter, and if he had spoken he might have regretted it afterwards. In conclusion, Dr. Bell said he still held that the Infectious Hospital, when finished with big walls, etc., would be as healthy as the Kennedytown Infectious Hospital was at present.

Dr. Fung Wa Chuen—Do you second Mr. Osborne's motion?  
The CHAIRMAN—No, I simply said the work is being done.  
Mr. Fung Wa Chuen said he would second. Dr. Thomson's report was practically the same in substance as the report of the sub-committee. The motion was carried.

ROAD SCAVENGING AT KOWLOON.  
The SECRETARY read a letter from the Colonial Secretary enclosing the following report of the Deputy Superintendent of Police on the scavenging of the roads in Kowloon:

"During the past three weeks I have been frequently at various hours of the day over all the roads and streets at Yau Ma Tei, Tsimshatsui, and Hangchow, and once to Tai Kok Tsui and Fok Tsun Heung. The sidewalks in all the main streets are always very fairly clean and remarkably free from obstruction. Only in the sidewalk of Reclamation Street, Yau Ma Tei, have I seen some rubbish taking a small table in the sidewalk and cleaning it as a time when the road was practically not to be used, and once I saw a basket of oranges put out to dry. It is not cobbles, tinders, and straw-strewn paths here and there on the sidewalks, and occasionally one sees a shopman sitting on a stool a few inches outside his door, but the obstructions are not such as to prevent the scavenging contractor doing his work or to materially inconvenience passengers. Firewood, tinders, etc., are sometimes to be seen temporarily on the sidewalk, but in every case I saw they were on the extreme outer edge of the sidewalk, and not in the middle of the sidewalk. The above remarks apply only to the main streets. The cases of some of the short cross streets is different. Some of these, particularly Second Street and Hing Lane, Yau Ma Tei, have their sidewalks (if such they can be called, where no one ever does or would walk) monopolized by hawkers, but the streets are not obstructed and there is not much traffic in them. In the main streets hawkers do not squat on the sidewalks but over the side channels and into the streets. As regards the state of these channels I found them generally clean in Yau Ma Tei, not so good in Hangchow, and in Tai Kok Tsui, and worse in Fok Tsun Heung. A good deal of rubbish accumulates inevitably round the hawkers' stalls, but the hawkers sweep it up at intervals (I have seen them doing it), and I have generally noticed that the side channels near the hawkers' stalls were cleaner than elsewhere, rather than dirtier. Parts of some streets are obstructed by building materials and debris, but only where building operations are in progress. I don't know where Major Brown's hand-labourers are, and I did not see any such places on the sidewalk. I entirely agree with Major Brown and Inspector Broth's description of obstruction on sidewalks. As to obstruction of drains, two days ago I saw the Hangchow sewer being emptied with a scoop of dried fish stinking sewage."

The report was laid on the table without comment.

THE NEW WESTERN MARKET.  
The SECRETARY read the following letter from the Government on the subject of the new Western Market:

"With reference to your letter No. 27 of the 7th February, I am directed to acquaint you, for the information of the Board, that it is the intention of Government on the completion of the new market on the site opposite the present Harbour Office, and on the completion of the new Harbour Office, which buildings will be proceeded with simultaneously, to convert the existing Harbour Office into a market, which, with the new market continued, will afford about 210 stalls as against 149 in the existing Western Market. No change in the existing Western Market can be made until the above works are completed and if it is then found that still more market accommodation is required in this part of the city, the question as to what portion of the old market site should be reserved will be referred to the Sanitary Board for its consideration. The large area to be reclaimed in front of the Central Market containing 22,400 square feet is at present considered as reserved for a new fish market."

AN IMPORTANT ARCHITECTURAL QUESTION.  
The following minute by Dr. Clark, concerning the question of the height of buildings in relation to the width of the streets on which they front, was read:

"In reply to His Excellency's minutes I regret to say that the mortality returns for the separate health districts of the city afford no reliable information for the purposes of comparison, owing to the fact that not less than 35 per cent. of the total deaths occurring in the city (3,527 out of 4,371 in 1900) are returned from the French and Italian Consuls, and I have no means of allocating these deaths to the districts to which they belong. I have, however, gone into the statistics of sickness at the Tung Wah Hospital during the half-year ending December last and I attach an alphabetical list of the numbers of cases in each street, the number of houses in each street, and the percentage of cases and houses. Where the percentage was not less than twenty, I have added notes as to the width of such streets and the number of stories to the houses therein, and from this return it will be seen that the high percentages of sickness to number of houses

are very largely confined to narrow streets with lofty buildings on both sides, and that even in the wider streets, such as Ladder Street, McGregor Street, New Street, Shing Wong Street, Tai Ping Street, West Street, and Wing Hing Street, the houses considerably exceed the limit recommended by the Board, which in itself exceeds by fifty per cent. the limit allowed in most of the great cities of England. As it is impossible to give the exact height of the houses in these streets it may be taken that two-story buildings will not be less than 40 feet high, four-story buildings will not be less than 60 feet high, and in many cases they will probably exceed these measurements. Dr. Hartigan intimated: 'Mortality statistics should be a sufficient guide to sanitary action at Hongkong.'

THE PROPOSED CATTLE CREMATORIUM.  
Correspondence relative to the proposed Cattle Crematorium at Kennedytown was laid upon the table. It was stated that the Public Works Committee had unanimously agreed to recommend that a vote be taken for \$2,024, and that the apparatus had been ordered from England. The Finance Committee had recommended, and the Legislative Council had approved the expenditure.

VICTORIA HOSPITAL.  
The plans for the Victoria Hospital for women and children were laid on the table, and after inspection by the Board they were approved, and the Secretary directed to return them to the Government.

WATER ANALYSES.  
The reports of the analyses of the public water supplies were submitted. Water taken from a fountain in Clatter Road was of excellent quality. A similar quantity taken from a fountain in Hollywood Road gave the same result, as also was that taken from a fountain at the pumping station in Bonham Road West.

THE VILLAGE LIMEWASHING QUESTION.  
The Secretary laid the limewashing return for the past fortnight upon the table.

Mr. Osborne said he did not think he should allow that opportunity to go pass without commenting upon the unfortunate result in the Legislative Council of their recommendations with the limewashing and cleaning of the outlying villages. In reading the discussion which had taken place in the Council he was much surprised to see that very old worn-out argument brought forward by one of the unofficial members of the Council that he did not know it had been proved that limewashing was a good preventative against plague. He (Mr. Osborne) thought they had fully thrashed out that matter, and had sufficiently educated the intelligent public to their way of reasoning, so far as they would understand that the limewashing of houses was not carried out with any idea whatever of preventing plague, but with the sole aim and object of enforcing cleanliness. Without limewashing it was impossible for the inspectors to know which house had been cleaned and which had not, and until they saw some white mark they were not assured that the law had been complied with. That was one of the unfortunate circumstances which illustrated how powerless the Board was to do anything effective of its own accord. They were confronted at the present moment with very fatal epidemics—small-pox and plague—the spread of the diseases they suggested taking preventative measures beforehand. Among these measures there was one which was recommended by the Medical Officer of Health, and that was the limewashing of the native villages. In a small detail of that sort if there was any one in the colony capable of giving an opinion, if there was any one whose counsel and advice should be valued, it was that of the Medical Officer of Health. If he said limewashing was necessary, that should be sufficient to have it done. He thought it was most discouraging to the Board after all the difficulties and troubles they had had to contend with, to find the Legislative Council unanimously rejecting their recommendations on that point.

No further comment was made on the subject.

BUBONIC PLAGUE.  
A letter was submitted from Capt. J. K. Gordon, the Under Secretary to the Government at Bombay, forwarding a statement showing the number of plague cases in Bombay City from 22nd January to 4th February last to be 1,382 and 1,188 deaths.

There were 24 cases of plague at Tsimshatsui and 28 deaths.  
The SECRETARY read a communication from the Government of Burma as to the removal of the plague restrictions at Burma Ports against arrivals at Hongkong and from Singapore.

PLAGUE AT MANILA.  
A statement from the Board of Health at Manila as to the plague cases in that city for the week ended 22nd March gave the number 7, bringing the total up to 37. There had been 24 deaths.

NETHERLANDS INDIA.  
A telegram was read to the effect that quarantine was imposed against arrivals from Hongkong in Netherlands India.

VENICE SANITARY REGULATIONS.  
Telegrams were read enjoining the withdrawal of the Venice Sanitary Regulation imposed in Madras against arrivals from Singapore, and withdrawn at Calcutta and Chittagong against arrivals from Hongkong.

CHOLERA AT SINGAPORE.  
A statement which had been received from the Straits Government relative to cases of cholera at Singapore was submitted. It gave 7 cases and 8 deaths between 31st January and 13th February.

MACAO.  
The mortality returns from Macao for the week ended 3rd March, 1901, were 37.

MORTALITY STATISTICS.  
The number of deaths in the colony for the week ended 22nd March in the British and Foreign communities was 223 as against 235 the previous week, and in the whole colony (excluding army and navy) there were 217 deaths as against 235 in the previous week, and 216 in the corresponding week of last year.

This was all the business.  
The game of chess by cable between Singapore and Batavia has ended in a draw, after a very exciting contest. The Straits Times says: 'It has conclusively demonstrated the extreme difficulty of conducting a consultation game in which three persons have to decide upon every move to be made, especially when they cannot conveniently be got to meet together to discuss and decide the moves.' The same difficulty was experienced by the Hongkong Chess Club on a previous occasion, and consequently local players have shown no anxiety for another cable-match.

## SUPREME COURT.

Thursday, 21st March.  
CRIMINAL SESSIONS.  
BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

### THE WANCHAI MURDER CASE.

A widow named Wong Ho, residing at 143, Queen's Road East, Wanchai, was charged with the wilful murder of a man named Kwong Cheung, of the same address, formerly a messenger in connection with the Supreme Court, on the 5th February.

The prisoner, for whom Mr. E. H. Sharp, appeared, pleaded not guilty.

The following composed the jury:—Messrs. P. A. Cox, John Galbraith, Wan Ki Mei, George Hunter, F. A. C. Hain, George Patton, and Gustave Meyer.

On Mr. Cox's name being called, he informed his Lordship that that was the third jury he had been called upon to serve that week.

His Lordship—I am afraid you must take your chance.

The Attorney-General said the accused, Wong Ho, was charged with having, on the 5th February last, feloniously and wilfully murdered one Kwong Cheung, who was for a good many years one of the coolies connected with that Court. In December last he retired from the Government service, receiving a gratuity of \$100.

The deceased man lived on the first floor of No. 143, Queen's Road East, together with his wife and little boy. The man and his wife rented the whole of the first floor. There was no possibility of getting into the room at the back, the only means of entrance being the stairs in front. The deceased let out some beds to various men—respectable working men, who were out at work during the day. The prisoner, a foreigner at Macao, and when he died she said he left her \$500. In April of last year she went to live with the deceased and his wife, and occupied the second cubicle (marked on the plan supplied to the jury). From that time there were various discussions between the deceased man, his wife, and the accused. Seeing that the deceased used to sleep in the same cubicle as the accused, she was likely to be ill blooded and quarrelling. Then this woman had a certain amount of money and jewelry, and he thought the jury would find that there were quarrels between the deceased and the prisoner in relation to money matters.

He would have to call their attention to three matters principally. One occurred in the fifth month. The place had been furnished and cleared out in consequence of there having been a case of plague there, and two boxes belonging to the accused and containing some \$240 were brought round to the house by the deceased, who was at that time being taken back to the woman, complained that some of the things were missing. Then in the seventh month there was a quarrel about a gold bangle and some bank notes. There was another quarrel a day or two before the death of the deceased. At about two o'clock in the morning the wife said she heard the prisoner and the deceased quarrelling in the cubicle next to the one which she occupied; that she heard the accused tell the deceased that she did not want him, and that if he would give her \$100 she would separate. Although it was a quarrel, upon him to show any motive for the murder the quarrels which took place from time to time between the accused and the deceased over money matters. On the 5th February, the day of the murder, the deceased had come home at about two o'clock in the morning. He did not seem to have made very good use of the \$100 given to him by the Government as a gratuity. He appeared to have been in the habit of coming home in the small hours of the morning. He did not know what he was doing. It had been suggested that he was rather fond of gambling. At all events he did not keep the best of hours, and on this particular morning he got home at about two o'clock. He and his wife and boy had their morning meal of rice, drinking some samshu with it. The deceased drank about half a bottle himself. The wife appeared to be an industrious sort of woman. She got her living by mending clothes as she was seated in the street underneath the verandah of the house. After breakfast this morning the wife and the deceased had a quarrel about a wooden jacket, which had been given her to mend and which, about nine o'clock in the morning, she went downstairs, and was afterwards seen sitting upon the verandah. There was then no one left in the flat but the deceased and the accused. The latter was in her cubicle and he thought the jury would be of opinion that the deceased went in to her and lay down on her bed. Nothing particular occurred until a little before 11 o'clock, when the prisoner came to the verandah and began to call out, 'Save life! and that there were three men and boys in the house. Sanitary Inspector Hogarth, hearing her cries, rushed into the stairs, and the woman admitted him into the room. She said thieves had broken into the place and killed Kwong Cheung. On going into the second cubicle Hogarth found the deceased lying across the bed. There was a nasty bruise on the forehead which Dr. Thomson said might have stunned him. There were two stabs in the chest, one penetrating the liver and the other the lungs, and Dr. Thomson would tell the jury that death was caused by these wounds. There was also a wound in the abdomen. The evidence of Dr. Thomson pointed distinctly to the fact that the man was stabbed when lying on his back in the bed. The police were sent for and Inspector Ford enquired into the woman's story about thieves having broken into the house and killed the deceased, but could find nothing to show that this story was at all likely. In conclusion, the learned Attorney-General pointed out that this was not a case of manslaughter. It being perfectly clear that the deceased met his death by being stabbed, the main question the jury had to decide was, Did the accused murder the man?

The evidence was then called.

The case for the prosecution was not concluded when the Court rose.

## IN MEMORIAM.

The following poem by Mr. Charles J. H. Halcombe, late of the Imperial Maritime Customs and formerly a contributor to this paper, has appeared in several of the English journals:—

### IN MEMORIAM.

#### MRS. JANNA VITE.

The mighty tide of ages rolls along,  
Each billow breaking on the grave;  
Nor can we stay the flood, nor yet prolong  
The life-span of the world-spent wave.

But let us pause in pensive peace awhile,  
And from all worldly thoughts refrain;  
Let pride give place to mourning on this side,  
And all due love and reverence reign.

Let not the sullen sounds of distant strife—  
The griefs or glories that have been—  
Dim the pure lustre of the holy life,  
Which closes round our Mother-Queen.

Mark her career from cradle to the throne!  
Turn back the pages of the past:  
As woman and as Queen she stands alone—  
Pre-eminent from first to last.

Fearless in virtue, and in power the same,  
Great in what lives her life departs;  
Bright as the sun her fair immortal fame,  
Shall light the darkness of our hearts.

Grace to the cross and honour to the crown  
Which grinds all lands, which makes them one!  
Show fealty to the sceptre now laid down  
By her whose work she nobly done.

Let there be peace while now the daylight dies,  
While o'er our Queen Death's angel bends;  
For, as night's shadows darken in the sky,  
A mighty era proudly ends.

REQUIEM ANTHEM DONA EIS, DOMINE.  
Hark! the organ peals—the minuet-guns roar,  
So grandly and loudly.

And the echoes rebound on our rock-girt shore  
Where the standard is flying half-mast oncemore,  
So sadly and proudly.

The heart of our Isle beats quick with pain  
And tear-dimmed eyes look down;  
But sighs and tears are alike in vain—  
Why prison her soul in clay again  
Or envy her her crown?

Glory be hers! Let us kneel and breathe  
Prayers and hymns together;  
Emblems of memory about her wreath,  
Nobly and grandly of her take leave—  
Now, but not for ever.

There's a heart and soul in those guns to-day  
Loyal inspiration  
In the crowded aides and martial array  
In the reverent throngs who kneel and pray—  
The grief of a nation

And staunch veneration  
God rest our Queen!

We will remember her—her noble life imparts  
Glory that will abide  
In England's memory; and though her soul  
departs  
She is not dead to us, and with our hands and hearts

Honour and serve her son  
Whose reign has now begun  
He may in us confide—  
Long may he here reside—  
God save the King.

CHARLES J. H. HALCOMBE.

## POLICE COURT.

Thursday, 21st March.

BEFORE MR. HAZELAND.

### DEFRAUDING THE POST OFFICE.

A shop-keeper was charged with infringing the exclusive privileges of the Postmaster General by transmitting letters from the colony otherwise than through the General Post Office on the 20th inst. He pleaded not guilty.

A link-up stated in evidence that he saw the defendant going on board the steamer *Kong Nam*, which was shortly leaving for Canton. He was carrying a bundle which, on being opened by witness, proved to be made up entirely of letters—77 in all.

The defendant said he was sent to Hongkong from Canton by his master to take delivery of certain goods, and was not aware in the least that the bundle he received contained letters.

His Worship imposed a penalty of \$300 or two months' hard labour. The fine was paid, as in the case in all such prosecutions.

INFREINGING HARBOUR REGULATIONS.  
On the complaint of Sergeant Burchell, the master of a junk was brought up on two charges—(1) unlawfully leaving his anchorage without a permit from the Harbour Master, and (2) having in his possession one fish, without a licence from the Captain Superintendent of Police.

The defendant pleaded guilty and was fined altogether \$25, which he paid. The rifle was forfeited.

ROGUE AND VAGABOND.  
This was the charge preferred against a coolie who was found by Mr. George Lippard, overseer of works going on in Queen's Road, hiding among some boxes in an alleyway near Messrs. Lane, Crawford and Co. Mr. Lippard suspected that he was there for no honest purpose, and he gave him into custody.

There was a previous conviction against the defendant, and he was sentenced to 14 days' hard labour.

### LOTTERY PROSECUTION.

Lam Ning, of no occupation, pleaded not guilty when charged with unlawfully dealing in 'Luk Wai Pui' lottery tickets on the 20th inst.

A glassmaker deposed that on the 7th inst. the defendant came and asked him to buy a lottery ticket. He wanted 47 cents for it, and said that for a dollar the witness stood to win \$300.

A fine of \$25 or one month's hard labour was inflicted. The fine was paid.

### BEFORE MR. KEMP.

#### SETTLING A QUARREL.

A hawker at Shamshui was charged with the latter's cook on Wednesday evening, because the latter beat the former's son. The cook, to express his objection to the hawker's interfering in the affair, threw a bowl at him, cutting his head severely and smashing the bowl.

The defendant was unable to pay the fine of \$15 imposed, and went to prison for three weeks.

### BIG BATCH OF CHAIR COOLIES FINED.

Forty-four chair coolies, 27 of whom were arrested by Sergeant Kerr and 19 by Chinese constables 330, were fined \$2 each for not having sun or rain-shades with their chairs.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

### EDUCATION IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 20th March.

SIR,—It is really surprising to notice how some people have the audacity to think that they know better how to govern than those who are in power here. Just fancy, Europeans clamouring to have schools where their children may be educated according to European ideas, schools where their children may be imbued from their very youth with that sense of freedom and righteousness which solely association with their own race can give! It is monstrous to think that in these days

of progress, in other parts of the world, we should pretend to have in this colony institutions on modern lines. This colony, if it is progressing, is not progressing through the enterprise of the white race. If it becomes a great manufacturing centre, as the prophets predict, it will be all owing to the native race. How can the white race expect any privileges? Europeans should think it a great honour if they are allowed to reside here. It would be better for the colony if they were not here, the official class would then get on much better.

Seeing that the question has now reached a stage where the worthy dependents of Downing Street will stick to that old rule "Native first, the rest after," would it not be better that a petition be sent to Downing Street, putting the question clearly before the progressive mind of the Colonial Secretary (in London)?

If a petition were sent to him, not through official course but direct, and were headed by our worthy Bishop and the leading minds of the commercial community, English and foreign, it may be that the question will be easier settled.

If the object of the school is fairly put before him and the advantages to be got are well explained, it may be that he will sanction the creation of the desired schools. In any case, the colony would receive a definite reply as to his decision and would then be able to act upon it.—Yours, etc.

D.

### ROYAL ARTILLERY SPORTS.

Lovely weather favoured the second and principal day of the regimental sports of the Royal Artillery at Happy Valley yesterday, and the crowds witnessing the fête were truly cosmopolitan. The work attaching to the organisation of such a programme as was gone through—must necessarily be arduous, but, thanks to the efforts of Captain Waymouth and the committee, everything, from start to finish, went off with a gratifying smoothness. The following is the prize-list:—

1.—Half-Mile Flat Race (open to H. K. S. B. R. A. only).—Gun. Thaker Mal; 2. Gun. Mir Mahomed; 3. Gun. Sumter Singh. Time, 2 min. 27 secs.

2.—Half-Mile Flat Race (Handicap).—1. M. Gun. Chisholm; 1. Gun. Reed; 3. Gun. Stedman. Time, 2 min. 27 secs.

3.—High Jump.—1. Cor. Phillips and Gun. Curran (dead-heat); 3. Gun. Shelgrove. Height, 4 ft. 7 in.

4.—Long Jump.—1. Cor. Griffiths; 2. Ser. Ruth; 3. Gun. Dowling. Length, 18 ft. 1 in.

5.—Throwing Cricket Ball.—1. Bom. Norris; 2. Gun. Hogben; 3. Gun. Smith. Length, 96 yds. 1 ft. 11 in.

6.—Putting the Weight.—1. Ser. Ruth; 2. Bom. McMurray; 3. Cor. Griffiths. Length, 33 ft. 11 in.

7.—Trumpeters' Race (120 yards).—1. Tpr. Gostling; 2. Tpr. Leach; 3. Tpr. Cowley. Time, 15 secs.

8.—Putting the Weight (H.K.S.B.R.A.).—1. Gun. Madhat Khan; 2. Gun. Pirah; 3. Ghola Mohammed. Length, 34 ft. 3 in.

9.—Three Legged Race.—1. Ser. Ruth and Bom. Robinson; 2. Gun. Kerr and Gun. Mercado; 3. Cor. Griffiths and Gun. Woods.

10.—Boys and Girls' Race.—1. Tommy Philip; 2. Carrie Philip; 3. Lizzie Philip.

11.—Wheel Race.—1. Gun. Smith; 2. Gun. Moxon; 3. Bom. Woods. Time, 30 secs.

12.—Tug of War (H.K.S.B.R.A.).—2nd Company won. Time, 8 min. 5 sec.

13.—100 Yards Flat Race.—1. Cor. Griffiths; 2. Bom. Robinson; 3. Bom. Reed. Time, 12 1/2 secs.

14.—Tilting the Bucket.—Winner to be decided in Baracca.

15.—Veterans' Race (200 yards).—1. M. Gun. Buckland; 2. M. Gun. Chisholm; 3. C. S. M. Bliss. Time, 24 secs.

16.—Obstacle Race.—1. Gun. Watts; 2. Bom. Johnson; 4. Gun. Byrne; 4. Gun. Woods; 5. Bom. Clarke. Time, 6 min. 3 secs.

17.—Quarter-Mile Flat Race.—1. Cor. Griffiths; 2. Bom. Reed; 3. Bom. Robinson. Time, 62 1/2 secs.

18.—Officers' Race (120 yards).—1. Capt. Longhorne; 2. Capt. Dykes. Time, 14 secs.

19.—Hurdle Race.—1. Gun. Shelgrove; 2. Cor. Griffiths; 3. Bom. Johnson and Gun. Woods (dead-heat). Time, 20 secs.

20.—Tug of War (open).—Royal Artillery versus H.M.S. *Catapult* (slovers' team)—R.A. won first two pulls. 5th Hyderabad versus 22nd Bombay Infantry—22nd B.I. won.

21.—Costume Race in Rickshaws.—1. Gun. Walker and Gun. Byrne; 2. Ser. Ruth and Tpr. Price. Post costume.—1. Ser. Ruth and Tpr. Price; 2. Ser. Walton and Tpr. Cowley.

22.—Band Race (quarter mile).—1. Band drawn by 2. Band 3. Grocery. Time, 62 secs.

23.—One Mile Flat Race.—1. M. Gun. Chisholm; 2. Gun. Harrington; 3. Bom. Curran. Time, 5 min. 45 secs.

24.—Baluchas Meles.—1. 25th Co. S.D.R.A. team; 2. 25th Co. E.D.R.A.

25.—Sergeants' Race (120 yards).—1. M. Gun. Chisholm; 2. Ser. Robinson; 3. C. Q. M. S. Dal. Time, 14 secs.

26.—Sack Race.—Postponed.

27.—Half Mile (Open).—1. Andrews; 2. O'Brien; 3. M. Gun. Chisholm. Time, 2 min. 26 secs.

28.—Team Race (six miles).—1. 25th Co. S.D.R.A. Time, 25 min. 41 secs.

29.—Tug of War (British Companies, R.G.A.).—25th Co. E.D.R.A. Time, 6 min. 13 secs.

30.—Potato Race.—1. Gun. Mercado; 2. Bom. Robinson; 3. Gun. Pollett.

31.—Half-Mile Flat Race (Siege Train).—1. Nicol; 2. Blair; 3. O'Brien. Time, 2 min. 40 secs.

32.—Consolation Race (Half mile).—1. Gun. Chapman; 2. Gun. Wood (P.); 3. Gun. Pantor; 4. Gun. Wilkins. Time, 2 min. 37 secs.

Best Clowns.—1. Gun. Walker; 2. Gun. Byrne.

Winning Company (Challenge Cup).—1. 25th Co. S.D.R.A. 72 points; 2. 25th Co. E.D.R.A. 47 points; 3. 38th Co. S.D.R.A. 30 points.

At the conclusion of the sports, Mrs. St. John, wife of Major St. John, R.A., presented the prizes to the successful competitors.

## THE QUEEN MINES, LIMITED.

The following is the report for presentation to shareholders at the second ordinary meeting to be held at the Company's offices, 35



## NEW ADVERTISEMENTS

## NOTICE.

THE INTEREST AND RESPONSIBILITY of the late Mr. PAUL JORDAN in the Firm of JORDAN & JOSEPH CEASED on the 9th February last. The Business of this Firm will henceforth be carried on by the undersigned under the Style or Name of JOSEPH & CO.

E. H. JOSEPH.  
Hongkong, 22nd March, 1901. [818]

## TO LET.

FURNISHED ROOM with BOARD in Kowloon.  
Apply to—  
B. C.  
Care of Daily Press Office.  
Hongkong, 22nd March, 1901. [816]

## FOR SALE.

SADDLE, by SOWTER, with BRIDLE, NUMNA, BLANKET, HALTER, &c.  
Lot 869 00.  
Apply to—  
C. Z.  
Care of Daily Press Office.  
Hongkong, 22nd March, 1901. [817]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on TO-DAY (FRIDAY), the 22nd March, 1901, at 2.30 p.m., in Lighters alongside the Sea Wall near Briquet Factory, Yauwai (FOR ACCOUNT OF THE CONCERNED), About 250 TONS IKKEJIRI LUMP COAL or Bankers of s/s Colonies.  
TERMS:—Cash on delivery.  
GEO. P. LAMMERT, Auctioneer.  
Hongkong, 22nd March, 1901. [820]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 25th March, 1901, at 3 p.m., at LAUCHLIN, FIVE FINE LARGE BULLDOGS.  
TERMS:—As usual.  
HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 22nd March, 1901. [821]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 29th March, 1901, at 2.45 p.m., at No. 1, Canton Villas, Kowloon, the Residence of A. N. JUK, Esq., THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising—

Single and Double BEDSTADS, WARDROBES with BEVELLED MIRRORS, BUREAU, WASHSTANDS, BUGS, BED LINEN, BLANKETS and LACE CURTAINS, SIDEBOARD, DINING TABLE, OVER-MANTELS, BLACKWOOD WRITING TABLE, CHAIRS, CUTLERY, ELECTRO GLASS and CROCKERY WARE, ENGRAVINGS, OIL PAINTINGS, &c., &c., BATHROOM and PANTRY REQUISITES.  
On View from Thursday, 28th March. Catalogues will be issued.  
TERMS:—As Customary.  
GEO. P. LAMMERT, Auctioneer.  
Hongkong, 22nd March, 1901. [822]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

## "THALES."

Captain Robson, will be despatched for the above port TO-MORROW, the 23rd inst., at Noon.  
For Freight or Passage, apply to DOUGLAS LAMPAIK & CO., General Managers.  
Hongkong, 21st March, 1901. [815]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

## "SUISANG."

Captain Todd, will be despatched as above on TUESDAY, the 26th inst., at 4 p.m.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 21st March, 1901. [814]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Articles—  
Russia and China.  
Manchuria and the Powers' Pretensions.  
Dr. Hartigan and the Sanitary Board.  
The Sanitary Board and Small-pox.  
The Vitiol Outrage.  
The Elliot and Blondo Incident.  
The Crisis: Telegrams.  
Sanitary Board.  
The Vitiol Throwing Outrage.  
The Overturning of the Canton River.  
Shooting Affray at the Arsenal.  
The Dallas Co. at the Theatre Royal.  
London College of Music.  
Schilling's Walk round the World.  
Canton.  
Macao.  
Northern Notes.  
Correspondence.  
Hongkong Hotel Co., Ltd.  
China Sugar Refining Co., Ltd.  
Luzon Sugar Refining Co., Ltd.  
Watkins, Ltd.  
Shanghai and Hongkong Wharf Co.  
Union Insurance Society of Canton, Ltd.  
Reviews.  
Supreme Court.  
Cricket.  
Football.  
Hongkong Volunteer Corps.  
Hongkong and Port News.  
Subscription, \$12 per Annum, payable in advance, postage, \$2.  
Extra copies 30 cents each, Cash.  
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.  
Hongkong, 22nd March, 1901.

## NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.  
Hongkong, 21st March, 1901. [813]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENGYLE,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant will be subject to rent.

No Fire Insurance has been effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamers' arrival, after which no claims will be recognised.  
McGREGOR BROS. & GOW.  
Hongkong, 21st March, 1901. [819]

CARBOLINEUM-AMENARIUS

Used for over TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINHORN & CO.,  
Hongkong, 31st August, 1897. [872]

ROBINSON PIANO

CO., LIMITED.

Best Value in

PIANOS.

Monthly Payment System.

TUNING.

REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand Stock reduced to Clear for Summer.

Hongkong, 15th March, 1901. [496]

NOW READY.

Everyone should Read

FROM

PORTSMOUTH

TO

PEKING

VIA

LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

From England to the Cape, and Crossing the Line—The Naval Brigade in South Africa (Box War, 1899-1900)—Off to the Front (Colenso)—Spion Kop—Vaal Krantz—Final Operations and Relief of Ladysmith—In North China with the Allied Forces—To the Relief of Peking—Summary of Siege—Appendix.

On Sale at

"DAILY PRESS" OFFICE, LOCAL BOOK-SELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROYAL NAVAL CANTEN.

Price \$1 per Copy Paper Covers; \$1.50 in Boards.  
Hongkong, 18th March, 1901. [782]

NOTICE.

A MEETING of His Majesty's JUSTICES of the Peace will be held at the Magistrate's Office, at 2.15 p.m., on WEDNESDAY, the 27th day of March, 1901, for the purpose of considering the following applications:—

(1) From one RUSTOMJEE COWAS JEE BAJEE, for permission to remove his licensed publican's business from Houses Nos. 148 and 150, Queen's Road Central, to House No. 152, Queen's Road Central, under the sign of the "Star Hotel."

(2) From one ERNEST PUKEMANN, for a Publican's Licence to sell and retail intoxicating liquors on the premises situated at Houses Nos. 177 and 179, Queen's Road East, under the sign of the "Wanchai Hotel."

(3) From one ESTHER OLIVER, for permission to remove her licensed publican's business from Nos. 12 and 13, Queen's Victoria Street, to No. 100, Queen's Road Central, under the sign of the "Travellers' Hotel."

(4) From one ISYDOR SILBERMAN, for the transfer of his Publican's Licence to sell and retail intoxicating liquors on the premises situate at No. 184, Queen's Road Central, under the sign of "The Globe Hotel" to one WILLIAM GOULBOURN.  
F. A. HAZELAND, Acting Police Magistrate.  
Magistrate's Office, Hongkong, 18th March, 1901. [778]

## ENTERTAINMENT.

THEATRE ROYAL

CITY HALL.

Mr. HENRY DALLAS

COMIC OPERA SEASON.

TO-NIGHT!

AND

TO-MORROW (SATURDAY),

THE SMART MUSICAL COMEDY

THE FRENCH

MAID,

WHICH RAN FOR 300 NIGHTS

AT

TERRY'S THEATRE, LONDON.

MONDAY NEXT,

FIRST TIME IN CHINA OF

THE SPARKLING MUSICAL PIECE

THE GAY

PARISIENNE.

FULL CHORUS.

AUGMENTED ORCHESTRA.

PLAN AT ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30. Commence 9 p.m.

A Late Train will run nightly during the Company's visit.

BERTRAM HERMANN,

Business Manager.

Hongkong, 21st March, 1901. [776]

BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Promises of the BANQUE DE L'INDO CHINE and which said Notes are expressed on the face thereof to be payable at the Branch Office of the said Banque in Saigon, the numbers of which said Notes are as follows:—

Series V 49 1 to 1,000 of \$1 (One dollar) each

Series Z 49 1 to 1,000 of \$1 (One dollar) each

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the Banque De L'Indo Chine accept no liability for the same.

By Order of the Chief Manager in Saigon, For the Banque De L'Indo Chine, L. BERINDOAGUE, Acting Manager.  
Hongkong, 26th February, 1901. [601]

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK of

ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE HILLED SHOT.

20 BORE CARTRIDGES.

10 " " "

12 " " "

10 " " "

8 " " "

Wm. SCHMIDT & CO.,  
Gunsmiths.  
Hongkong, 3rd January, 1901. [1213]

NOT RESPONSIBLE FOR DEBTS.

WITH THIS Day Mr. E. JOCKER CEASED to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDEUTSCHER LLOYD, Superintendent's Office, 3, Queen's Building.  
Hongkong, 16th March, 1901. [780]

NOTICES OF FIRMS

NOTICE.

PACIFIC MAIL STEAMSHIP COMPANY.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TOYO KISEN KABUSHIKI KAISHA.

DURING my absence from the Colony Mr. GEORGE ECKLEY will take CHARGE of the Business of the above Companies as Acting Agent.

J. S. VAN BUREN, Agent.  
Hongkong, 20th March, 1901. [802]

NOTICE.

THE HAMBURG-AMERIKA LINIE, Hamburg, will ESTABLISH their own OFFICE at Hongkong, Queen's Building, on the 1st of April.

The undersigned have been appointed local managers.

HAMBURG-AMERIKA LINIE, Hongkong Office, K. OLDORP, } Managers, W. von JANSSEN, }  
Hongkong, 15th March, 1901. [748]

## AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 23rd March, at 11 a.m., at their Sales Rooms, 100 House Street, 10 Bales WHITE and SCARLET BLANKETS, 10 Cases BRILLIANT YELLOW POWDER

And A Quantity of HADDEN & Co.'s CIGARETTES, Comprising of "BAL MASQUE" (Gold Tipped) and "GOLD FIDELITY" (Cork Tipped).  
TERMS:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, 21st March, 1901. [808]

PUBLIC AUCTION.

THE Undersigned has received instructions from R. M. GRAY, Esq., to Sell by Public Auction, at "BURNSIDE" Robinson Road, on MONDAY, the 25th March, 1901, at 2.45 p.m., A QUANTITY OF HOUSEHOLD FURNITURE (Some of English-make). (Particulars can be seen from Catalogues). On View from Saturday, 23rd March.

TERMS:—As Customary.  
GEO. P. LAMMERT, Auctioneer.  
Hongkong, 20th March, 1901. [800]

GOVERNMENT NOTIFICATION.

No. 143.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 25th day of March, 1901, at 3 p.m., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office.  
Hongkong, 9th March, 1901. [790]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 25th day of MARCH, 1901, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at MacDonnell Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No. 1, 1,632

Area, 70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.

Boundaries, as shown on the plan.

Contents, in square ft., 9,800.

Annual Rent, 1/6.

Upset Price, 2,250.

Island, Mac-

Donnell

Road

70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.

Boundaries, as shown on the plan.

Contents, in square ft., 9,800.

Annual Rent, 1/6.

Upset Price, 2,250.

Island, Mac-

Donnell

Road

70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.

Boundaries, as shown on the plan.

Contents, in square ft., 9,800.

Annual Rent, 1/6.

Upset Price, 2,250.

Island, Mac-

Donnell

Road

70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.

Boundaries, as shown on the plan.

Contents, in square ft., 9,800.

Annual Rent, 1/6.

Upset Price, 2,250.

Island, Mac-

Donnell

Road

70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.

Boundaries, as shown on the plan.

Contents, in square ft., 9,800.

Annual Rent, 1/6.

Upset Price, 2,250.

Island, Mac-

Donnell

Road

70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.

Boundaries, as shown on the plan.

Contents, in square ft., 9,800.

Annual Rent, 1/6.

Upset Price, 2,250.

Island, Mac-

Donnell

Road

70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.

Boundaries, as shown on the plan.

Contents, in square ft., 9,800.

Annual Rent, 1/6.

Upset Price, 2,250.

Island, Mac-

Donnell

Road

70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.

Boundaries, as shown on the plan.

Contents, in square ft., 9,800.

Annual Rent, 1/6.

Upset Price, 2,250.

Island, Mac-

Donnell

Road

70' 0" x 140' 0" = 9,800 sq. ft. = 2,250 sq. yds.







## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	PLASSY	Brit. str.	—	C. F. Preston, R.N.R.	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	STENTOR	Brit. str.	—	G. M. Montford, R.N.R.	BUTTERFIELD & SWIRE	On 2nd April.
LONDON	HOMBAY	Brit. str.	—	—	P. & O. S. N. Co.	On or about 6th April.
LONDON	IDOMENEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th April.
LONDON	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd April.
LIVERPOOL DIRECT	ALAJA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th April.
BREMEN, VIA PORTS OF CALL	TANTALUS	Brit. str.	—	—	MELCHERS & CO.	On 15th April.
MARSEILLES, &c. VIA PORTS OF CALL	STUTTGART	Ger. str.	—	P. Grosch	MESSAGERIES MARITIMES	On 24th April, at Noon.
HAVRE, BREMEN & HAMBURG	ANNAM	Freu. str.	—	Seller	CARLOWITZ & CO.	On 25th inst. at 1 P.M.
HAVRE & HAMBURG	PREIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 18th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	c. Binzer	CARLOWITZ & CO.	On or about 27th inst.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On or about 4th April.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 8th April.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	—	CARLOWITZ & CO.	On or about 15th April.
NEW YORK, VIA PORTS & SUEZ CANAL	GYMBIC	Brit. str.	—	E. Archibald, R.N.R.	DODWELL & CO. LIMITED	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	F. McNair	CANADIAN PACIFIC R. CO.	On 3rd April.
VICTORIA, B.C., & TACOMA, VIA SHANGHAI, &c.	QUEEN ADELAIDE	Brit. str.	—	G. D. Bowles, R.N.R.	DODWELL & CO. LIMITED	On 29th inst.
SAN FRANCISCO, B.C. & INLAND SEA, &c.	TANTALUS	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On or about 10th April.
SAN FRANCISCO VIA SHANGHAI, &c.	COTIC	Brit. str.	—	—	—	On 13th April, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 28th April, at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	CITY OF PEKING	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 30th April, at Noon.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 29th inst. at 4 P.M.
YOKOHAMA & KOBE	SERBIA	Ger. str.	—	Sachs	BUTTERFIELD & SWIRE	On 9th April.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	SIEMSEN & CO.	To-day, at 4 P.M.
MOJI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	T. Marai	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI	FLANDRIA	Ger. str.	—	Lehmann	SIEMSEN & CO.	On 26th inst. at Noon.
SHANGHAI	LOONGMOON	Ger. str.	—	—	SIEMSEN & CO.	To-day, at 4 P.M.
SHANGHAI & CHINKIANG	ELITA NOSSACK	Ger. str.	—	Brulin	EAST ASIATIC TRADING CO. LD.	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OKANIKEN	Freu. str.	—	Schmitz	MESSAGERIES MARITIMES	On 25th inst. at 4 P.M.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	—	On or about 5th inst.
SHANGHAI	SORBAON	Brit. str.	—	L. M. Wilmer, R.N.R.	P. & O. S. N. Co.	On or about 27th inst.
CHINKIANG & WUHU	PEIYANG	Ger. str.	—	Wiese	SIEMSEN & CO.	On or about 30th inst.
TAIWANEO	HONHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Aizumi	MIITSUI BUSSAN KAISHA	On 27th inst. at Daylight.
SWATOW	THALES	Brit. str.	—	Robson	DOUGLAS LARLACK & CO.	To-morrow, at Noon.
TAMSUI VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Sudzuki	MIITSUI BUSSAN KAISHA	On 3rd April, at Daylight.
AMOY & MANILA	MAHIZURU MARU	Jap. str.	—	K. Sobajima	MIITSUI BUSSAN KAISHA	On 24th inst.
CEBU & ILOILO	SUNGIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
MANILA VIA AMOY	YUKUBAY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
MANILA	EMERALDA	Brit. str.	—	Kolfe	JARDINE, MATHESON & CO.	On 25th inst. at Noon.
MANILA	ROSETTA MARU	Jap. str.	—	G. T. Baxland	SHEWAN, TOMES & CO.	On 27th inst. at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	TAIYUAN	Brit. str.	—	N. Tate	BUTTERFIELD & SWIRE	On 29th inst. at 1 P.M.
SINGAPORE & BOMBAY	SUISANG	Brit. str.	—	Tadd	JARDINE, MATHESON & CO.	On 9th April.
STRAITS, COLOMBO & BOMBAY	MELPOMENE	Amr. str.	—	Matovich	SANDER, WIELER & CO.	On 3rd April, at 4 P.M.
	MAGAZON	Brit. str.	—	R. I. L. Cook, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.

## SHIPPING.

## ARRIVALS.

Mar. 20, WOSANG, British str., 1,127, H. Johns, Wuhu 15th March, General—JARDINE, MATHESON & CO.  
 Mar. 20, HONG WAN I, British str., 2,060, A. Feip, Straits Settlements 15th March, General—CHINESE.  
 Mar. 21, BANCA, British str., 5,995, G. W. Babot, Shanghai 17th March, General—P. & O. S. N. Co.  
 Mar. 21, DECIMA, German str., 794, C. Christensen, Saigon 16th March, Rice and Flour, Chinese.  
 Mar. 21, KONGWAI, German str., 1,115, A. von Rieger, Bangkok 14th March, Rice and Tea—BUTTERFIELD & SWIRE.  
 Mar. 21, THALES, British steamer, 820, A. J. Robson, Swatow 20th March, General—DOUGLAS LARLACK & CO.  
 Mar. 21, GLENVOLE, British str., 3,445, Darke, London and Singapore 15th March, General—McGREGOR BROS. & CO.  
 Mar. 21, HANGCHOW, British str., 630, Pearce, Chinkiang 16th March, General—BUTTERFIELD & SWIRE.  
 Mar. 21, JACON DIEDERICHSEN, German str., 824, A. Rieke, Haiphong and Hoikow 19th March, General—JESSEN & CO.  
 Mar. 21, PAKSHAN, British str., 1,235, F. Perres, Koh-i-chang 14th March, Rice—BRADLEY & CO.  
 Mar. 21, POMPEY, Amr. str., 785, Serievener, Manila 18th March, Coal—U.S. NAVY.  
 Mar. 21, TRINTAU, German str., 1,062, Joh. Sanders, Bangkok 14th March, Rice—ARNHOLD, KARRER & CO.  
 Mar. 21, SEVASTOPOL, Russian battleship, 10,900, Melensky, Colombo 3rd March.  
 Mar. 21, HUSMAN, British str., 1,158, Frazier, Canton 21st March, General—BUTTERFIELD & SWIRE.  
 Mar. 21, KWANGSE, British str., 1,240, Harris, Canton 21st March, General—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the HARBOR MASTER'S OFFICE.  
 Haiphong, British str., for Swatow.  
 Hunan, British str., for Shanghai.  
 Airie, British str., for Sydney.  
 Conch, British str., for Palambang.  
 Karagee, British str., for Shanghai.  
 Apurade, German str., for Haiphong.  
 Hae-Franch, str., for Kwangchowwan.  
 Iris, British str., for Fremantle.

## DEPARTURES.

Mar. 20, MELPOMENE, Amr. str., for Shanghai.  
 Mar. 21, MUREX, British str., for Nagasaki.  
 Mar. 21, CLARA, German str., for Haiphong.  
 Mar. 21, TRITON, German str., for Saigon.  
 Mar. 21, TELEMACUS, British str., for Saigon.  
 Mar. 21, SZICHUAN, British str., for Canton.  
 Mar. 21, AJAX, British str., for Shanghai.  
 Mar. 21, WOSANG, British str., for Canton.  
 Mar. 21, LOONGSANG, British str., for Manila.  
 Mar. 21, ELBA, German str., for Hongay.  
 Mar. 21, DR. HANS JERO KIER, Norw. str., for Newchwang.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Siam, Nicolle.  
 KOWLOON DOCKS.—U.S.S. Isla de Luzon, U.S.S. Beniti tou, U.S.S. Yorktown, Lakin, U.S.S. Hertha, Gleigle, U.S.S. Newark, H.M.S. Aurora, S.M.S. Jaguar, H.M.S. Robin, H.M.S. Whiting.  
 COSMOPOLITAN DOCK.—U.S.S. Concord, Colombia, Mitok.

## SHIPPING REPORTS.

The American steamer *Pompey*, from Manila 18th March, had fair weather, N.E. wind, fresh and choppy throughout the voyage.  
 The British steamer *Pakshan*, from Koh-i-chang 14th March, had light N.E. and E.N.E. wind, moderate sea and fine weather from port to port.  
 The British steamer *Thales*, from Swatow 20th March, had fine and clear weather with moderate N.E. monsoon. Vessels in Swatow—Wanchow, Tientsin, Kweilin, Hoikow and Wosung.

## VESSELS ON THE BERTH

FOR SHANGHAI AND CHINKIANG.  
 THE Steamship  
 "ELITA NOSSACK"  
 Captain Bruhn, will be despatched as above on MONDAY, the 25th inst. at 4 P.M.  
 For Freight, apply to  
 EAST ASIATIC TRADING CO., LD., Agents.  
 Hongkong, 18th March, 1901. [737]

## VESSELS ON THE BERTH

## FOR SHANGHAI.

THE Steamship  
 "FLANDRIA"  
 Captain Lehmann, will be despatched for the above port TO-DAY, the 22nd inst. at 4 P.M.  
 For Freight, apply to  
 SIEMSEN & CO., Agents.  
 Hongkong, 17th March, 1901. [758]

## FOR YOKOHAMA AND KOBE.

THE Steamship  
 "SERBIA"  
 Captain Sachs, will be despatched for the above ports TO-DAY, the 22nd inst. at 4 P.M.  
 For Freight, apply to  
 SIEMSEN & CO., Agents.  
 Hongkong, 21st March, 1901. [811]

## FOR SHANGHAI.

THE Steamship  
 "LOONGMOON"  
 will be despatched for the above port TO-MORROW, the 23rd inst. at 4 P.M.  
 This steamer has superior accommodation for First and Second Class Passengers.  
 For Freight or Passage, apply to  
 SIEMSEN & CO., Agents.  
 Hongkong, 19th March, 1901. [789]

## FOR CHINKIANG AND WUHU.

THE German Steamship  
 "PEIYANG"  
 Captain Wiese, will be despatched for the above ports TO-MORROW, the 23rd inst. at 4 P.M.  
 The steamer has superior accommodation for First Class Passengers.  
 For Freight or Passage, apply to  
 SIEMSEN & CO., Agents.  
 Hongkong, 21st March, 1901. [812]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
 THE Company's Steamship  
 "YUENSANG"  
 Captain Rolfe, will be despatched as above on MONDAY, the 25th inst. at Noon.  
 This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO., General Managers.  
 Hongkong, 20th March, 1901. [805]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.  
 NOTICE.  
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.  
 PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th March, 1901, at 1 P.M., the Company's Steamship "ANNAM," Captain Seller, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.  
 This steamer connects at COLOMBO with the s.s. *Australica*, which vessel takes on her Passengers and Mails leaving that port on the 8th April direct to Suez, Port Said and Marseilles.  
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
 Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 24th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.  
 For further particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 13th March, 1901. [2]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, COLOMBO AND BOMBAY.  
 STEAMERS TO SAIL ON  
 REMARKS.  
 STRAITS, COLOMBO (MAZAGON) ... About 26th ... Freight only.  
 AND BOMBAY ... R. I. L. Cook, R.N.R. ... Mar. ...  
 SHANGHAI AND JAPAN ... CANTON ... About 27th ... Freight or Passage.  
 PAN ... C. F. Lockstone, R.N.R. ... Mar. ...  
 LONDON, &c. ... PLASSY ... Noon, 30th ... See Special Advertisement.  
 SHANGHAI ... C. F. Preston, R.N.R. ... Mar. ...  
 LONDON ... L. M. Wilmer, R.N.R. ... About 30th ... Freight or Passage.  
 BOMBAY ... BOMBAY ... About 6th ... Freight or Passage.  
 LONDON ... G. M. Montford, R.N.R. ... April ...

PASSENGER SEASON, 1901.  
 s.s. PLASSY ... 7,240 tons ... March 30th ... MARSEILLES AND LONDON DIRECT  
 s.s. SOBBAON ... 7,382 tons ... April 27th ... Without Transshipment.  
 For Further Particulars, apply to  
 H. A. RITCHIE, Superintendent.  
 Hongkong, 16th March, 1901. [1]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
 FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.  

Steamer	Tons	Captain	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNair	March 29
GLENVOLE	3,750	W. Frakes	April 1
CLAVERING	3,428	J. E. Rae	April 12
OLYMPIA	2,837	J. Truebridge	April 26
TACOMA	2,811	A. Dixon	May 17

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
 Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.  
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
 HONGKONG TO NEW YORK, £48.  
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.  
 HONGKONG TO VICTORIA AND TACOMA, £35.  
 The best route to the KODIAC GOLD FIELDS. Frequent sailings from VICTORIA and Tacoma to LYRA and St. MICHAEL.  
 Rates of Passage to other Points on application.  
 A Special rate allowed to members of Government Service.  
 For further information as to Passage or Freight, apply to  
 DODWELL & CO. LIMITED, General Agents.  
 Hongkong, 11th March, 1901. [17]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
 (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.  

STEAMERS	DESTINATIONS	SAILING DATES
FREIBURG	HAVRE, BREMEN & HAMBURG	About 18th March.
MAZBURG	(London with transshipment in Hamburg)	March.
MAZBURG	HAVRE & HAMBURG	About 27th Freight.
SAVOIA	(London with transshipment in Hamburg)	March.
SAVOIA	HAVRE & HAMBURG	About 4th Freight and Passage.
BAMBERG	(London with transshipment in Hamburg)	April.
BAMBERG	HAVRE & HAMBURG	About 8th Freight.
SIBIRIA	(London with transshipment in Hamburg)	April.
SIBIRIA	HAVRE & HAMBURG	About 15th Freight and Passage.

 \* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a stewardess.  
 For further particulars as to Freight, Passage, etc., apply to  
 CARLOWITZ & CO., AGENTS.  
 HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Hongkong, 12th March, 1901. [8]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
STUTTGART	WEDNESDAY	3rd April.
KONIG ALBERT	WEDNESDAY	17th April.
PRINZESS IRENE	WEDNESDAY	1st May.
PRINZ HEINRICH	WEDNESDAY	15th May.
PREUSSEN	WEDNESDAY	29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	31st June.
SACHSEN	THURSDAY	13th July.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY	25th July.
BAYERN	THURSDAY	8th August.
STUTTGART	THURSDAY	22nd August.
KONIG ALBERT	THURSDAY	5th September.
PRINZESS IRENE	THURSDAY	19th September.
PRINZ HEINRICH	THURSDAY	2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	16th October.
SACHSEN	WEDNESDAY	30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.

 \* Calling at Amsterdam.

ON WEDNESDAY, the 3rd day of April, 1901, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain F. Grosch, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till NOON on MONDAY, the 1st April, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 2nd April, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 2nd April.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to  
 NORDEUTSCHER LLOYD.  
 MELCHERS & CO., AGENTS.  
 Hongkong, 21st March, 1901. [9]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)  
 "EMPEROR OF CHINA" ... Comdr. H. Archibald, R.N.R. ... WEDNESDAY, 3rd April, 1901.  
 "EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 24th April, 1901.  
 "EMPEROR OF JAPAN" ... Comdr. H. Pybas, R.N.R. ... WEDNESDAY, 15th May, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection, made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
 Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.  
 Hongkong, 14th March, 1901. [10]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  

STEAMERS	DESTINATIONS	SAILING DATES
YAWATA MARU	NAGASAKI, KOBE and YOKO	FRIDAY, 22nd Mar. at Noon.
YAMAGUCHI MARU	HAMA	NOON, 28th Mar. at Noon.
T. Marai	MOJI, KOBE and YOKOHAMA	TUESDAY, 28th Mar. at Noon.
ROSETTA MARU	(SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE)	FRIDAY, 29th Mar. at 4 P.M.

 Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
 A. S. MIHARA, Manager.  
 Hongkong, 30th March, 1901. [13]

## NIPPON YUSEN KAISHA.

FOR MANILA.  
 THE Company's Screw Steamship  
 "ROSETTA MARU"  
 (11 tons gross, Captain N. Tate), will be despatched for the above port on FRIDAY, the 29th inst. at 4 P.M.  
 This Mail steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.  
 For Freight or Passage, apply to  
 A. S. MIHARA, Manager, NIPPON YUSEN KAISHA.  
 Hongkong, 20th March, 1901. [903]

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.  
 THE Steamship  
 "GYMBIC"  
 will be despatched for the above port about the end of March, 1901, and will be followed by the Steamships  
 "RICHMOND CASTLE," "PATHAN," "FEEDERNE," and "LOWTHER CASTLE."  
 For Freight, apply to  
 DODWELL & CO., LD., Agents.  
 Hongkong, 12th March, 1901



VESSELS ON THE BERTH.  
OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"PYREHUS"	On 29th March.
GLASGOW and LIVERPOOL.	"ANENOR"	On 1st April.
GLASGOW	"ULYSSES"	On 11th April.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LONDON	"AGAMEMNON"	On 23rd April.
LONDON	"AJAX"	On 30th April.
LIVERPOOL, DIRECT.	"TANTALUS"	On 15th April.
(Taking Cargo at London Rates).		

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS O. S. S. Co.

Hongkong, 21st March, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
TAIWANFOO	"HOIHOW"	On 23rd Mar.
AMOY and MANILA	"SUNGKIANG"	On 25th March.
CEBU and ILOILO	"KAIFONG"	On 27th March.
MANILA	"TAIYUAN"	On 9th April.
PORT DARWIN, THURSDAY IS.		
LAND COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th March, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU." Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 24th inst. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 18th March, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"OCEANIAN." Captain Schmitz, will be despatched for the above ports on or about MONDAY, the 25th inst. For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 18th March, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU." Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 27th March, at DAYLIGHT. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th March, 1901.

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA." Captain G. T. Blackland, will be despatched as above on WEDNESDAY, the 27th inst., at 5 P.M. This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light. A Doctor is carried. For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 20th February, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to TRIESTE.)

THE Company's Steamship

"MELPOMENE." Captain Matcovich, will be despatched as above on WEDNESDAY, the 3rd of April, P.M. For information as to Passage and Freight, apply to

SANDER, WIELER &amp; Co., Agents.

Hongkong, 20th March, 1901.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR." (4,425 Tons). Captain G. D. Bowles, R.N.R., will leave Hongkong on or about WEDNESDAY, the 10th April, 1901, taking Passengers and Cargo. For VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA). Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe. For Freight or Passage, apply to

D. E. BROWN, General Agent, Hongkong.

Hongkong, 8th March, 1901.

## VESSELS ON THE BERTH

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Apr. 13, 1901, at Noon.

GARLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, May 7, 1901, at Noon.

DOMIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, June 1, 1901, at Noon.

The Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU SATURDAY, the 13th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 20th March, 1901.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, May 25, 1901, at Noon.

The Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 5th March, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ADOLPH OBRIEN, American ship, Amesbury—Standard Oil Co.

COLONIES, British steamer—Dodwell &amp; Co., Limited.

HATIE G. SMITH, American schooner, Riley—Master.

MOZAMBIQUE, British ship, Robt. Clermont—Master.

SEA WITCH, American ship, Howes—Master.

Hongkong, 13th March, 1901.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PLASSY." Captain C. F. Preston, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Batavia and London, on SATURDAY, the 30th March, at Noon, taking passengers and cargo for the above ports.

All Cargo for France and London will be conveyed direct without transhipment.

Cargo for Bombay will be transhipped at Colombo into the s.s. *Muzagon*.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 18th March, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "STRATHGYLE" On 30th March

The Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 21st February, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU." Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th February, 1901.

## NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL &amp; CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

## AMERICAN SYSTEM OF DENTISTRY

AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE &amp; NOBLE).

Hongkong, 15th September, 1899.

## SIENTING.

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891.

## AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2ND BATT. ROYAL WELSH FUSILIERS in the NORTH CHINA CAMPAIGN, 1900. Reprinted from the Hongkong Daily Press. Price—10 cents per copy cash. Copies can be obtained at the Soldiers' Club, or of Booksellers.

Hongkong, 6th December, 1900.

## ARGUS DE LA PRESSE.

FONDÉ EN 1897.

POUR être sûr de ne pas laisser échapper un journal qui l'auteur nommé, il était abonné à l'Argus de la Presse, "lui lit, découpe, et traduit tous les journaux du monde, et en fournit les extraits sous l'importance que l'abonné veut." L'Argus de la Presse fournit aux artistes littéraires, savants, hommes politiques, tout ce qui paraît sur leur compte dans les journaux et revues du monde entier.

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S'adresser aux bureaux de l'Argus, 14, rue Drouot, Paris.—Téléphone.

L'ARGUS LIT 5,000 JOURNAUX PAR JOUR.

Hongkong, 13th March, 1901.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"CHUSAN." FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, ex s.s. *Australia*.From Persian Gulf, ex s.s. *Khandalla*, *Pamba* and *Java*.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 15th March, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"CHINA." having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 28th March, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th of March will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER &amp; CO., Agents.

Hongkong, 19th March, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"TRIESTE." having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Venice, ex s.s. *Pollux*, transhipped at Trieste.From Levante, ex s.s. *Apollo*, transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 26th of March, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th of March will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER &amp; CO., Agents.

Hongkong, 19th March, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TANTALUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 22nd instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 26th instant.

No Fire Insurance has been effected.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 15th March, 1901.

## FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship

"SERBIA." Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 2nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong, 20th March, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AJAX" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 27th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 30th inst.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 20th March, 1901.

## TO LET.

## TO LET.

"STILLINGFLEET," PEAK ROAD.

6 ROOMED HOUSE from 1st May.

Apply to—

ARRATON V. APCAR &amp; CO.

Hongkong, 14th March, 1901.

## TO LET.

RICHMOND TERRACE—Nos. 2 &amp; 5.



The *Océanien*, with the French Mail of the 22nd February, left Singapore on Monday, the 18th inst. at 6 a.m., and may be expected here on or about Monday, the 25th inst. This Packet brings replies to letters despatched from Hongkong on the 19th January.

FOR	TEE	DAY AND HOUR.
Singapore, Sourabaya and Samarang	<i>Kauasung</i>	Friday, 22nd, 11.09 A.
Nagasaki, Kobe and Yokohama	<i>Yawata Maru</i>	Friday, 22nd, 11.00 A.
Straits and Calcutta	<i>China</i>	Friday, 22nd, 1.00 P.
Manila	<i>Huangshau</i>	Friday, 22nd, 1.15 P.
Yokohama and Hiogo	<i>Serbia</i>	Friday, 22nd, 3.00 P.
Nagasaki, Kobe and Yokohama	<i>Beuleuch</i>	Friday, 22nd, 3.00 P.
Chefoo and Port Arthur	<i>Katsuragawa Maru</i>	Friday, 22nd, 3.30 P.
Kumchuk and Samsui	<i>Tungkong</i>	Friday, 22nd, 4.00 P.
Canton	<i>Potschan</i>	Friday, 22nd, 5.00 P.
Swatow, Yap, Fr. Wilhelmshafen, Lam- genabucht, Herberts-Höhe, Townsville, Brisbane and Sydney	<i>Narutung</i>	Saturday, 23rd, 11.00 A.
Shanghai	<i>Thales</i>	Saturday, 23rd, 11.09 A.
Chinkiang and Wahu	<i>Tsingtau</i>	Saturday, 23rd, 3.00 P.
Shanghai	<i>Longmoon</i>	Saturday, 23rd, 3.00 P.
Hongay	<i>Kiulang</i>	Saturday, 23rd, 4.00 P.
Swatow, Amoy and Tamsui	<i>Myidzuru Maru</i>	Saturday, 23rd, 5.00 P.
Amoy and Manila	<i>Yuenang</i>	Monday, 25th, 10.00 A.
		Monday, 25th

Singapore, Penang and Calcutta	Swire	Tuesdays	11.00 a.m.
Manila	Swire	Wednesdays	3.00 p.m.
	Eximail	Thursdays	4.00 p.m.
		Thursdays	28th.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Nippon Maru	Registration	10.00 a.m.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		(Registration, with fee of 10 cents, up to 10.45 a.m.)	11.00 a.m.
		Letters	11.00 a.m.

Moji, Kobe, Yokohama, Victoria and Tacoma <i>Queen Adelaide</i> ...		Friday, 29th, 11.00 a.m.
Europe, &c., India via Tularion (Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents.)		Saturday, 30th, Circulars, 8.00 a.m. Registration, 10.00 a.m. (Registration with fee of 10 cents, up to 10.45 a.m.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		Papers, 10.30 a.m.

Maji, Kobe, Yokohama, Victoria and Tacoma	<i>Glenogle</i>	Letters	11.00
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,		Monday, 1 April, 11.00	
VICTORIA and VANCOUVER, B.C.		Wednesday, 3rd April	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	<i>Empress of China</i>	Registration	9.45
		(Registration, with fee of 19 cents, up to 10.30 A.M.	
		Letters	10.45
		Wednesday, 3rd April	

Europe, &c., India via Tuticorin (Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents)	Stuttgart .....	Registration... 9.45 (Registration, with fee of 10 cents, up to 30 A.M.) Letters & &c. ... 10.45
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne ...	Taiwan .....	Tuesday, 9th April, 3.00—

<p align="center"><b>TO-DAY.</b></p> <p>Sale, Coal, Yaumati, Mr. G. P. Lamport, 2.30 p.m.</p> <p>Performance of <i>The French Maid</i> by the Dallas Co., City Hall, 9 p.m.</p> <p align="center"><b>TO-MORROW.</b></p> <p>Sale, Sundries, Sales Rooms, Messrs. Hughes and Hough, 11 a.m.</p> <p>Private Meeting of Shareholders G. E. Eastern and Caledonia (G. M. Co. noon.</p> <p>Meeting of Shareholders China and Manila Steamship Co. noon.</p>	<p>The steamer <i>Avrili</i>, from Europe and Str left Singapore on the 19th inst., and is due on or about the 24th inst.</p> <p>The N. Y. K. steamer <i>Mikio Maru</i> (Bon Lino) left Kobe via Mogi for this port on 20th inst., and is expected to arrive here on 27th inst.</p> <p>The steamer <i>Loncher Castle</i>, for Str Hongkong, China and Japan, left New York on the 30th January.</p> <p>The C. &amp; O. steamer <i>Strathgyle</i> left San D on the 20th ult. for Hongkong via Kobe.</p>
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### CLOSING QUOTATIONS.

THURSDAY, 21st March.	
ON LONDON.—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	1/11 1/2
Bank Bills, at 4 months sight	2/0 1/2
Credits, at 4 months sight	2/0 1/2
Documentary Bills, 4 months sight/2/0 1/2	
ON PARIS.—	
Bank Bills, on demand	2/40 1/2
Credits, at 4 months sight	2/54 1/2
ON GERMANY.—	
On demand	2/0 1/2
ON NEW YORK.—	
Bank Bills, on demand	48 1/2
Credits, 60 days sight	49 1/2
ON BOMBAY.—	
Telegraphic Transfer	1/48 1/2
Bank, on demand	1/49
ON CALCUTTA.—	
Telegraphic Transfer	1/48 1/2
Bank, on demand	1/49
ON SHANGHAI.—	
Bank, at sight	7 1/2
Private, 30 days sight	7 1/2
ON YOKOHAMA.—	
On demand	2 p.c. pm.
ON MANILA.—	
On demand	1 1/2 p.c. pm.
ON SINGAPORE.—	
On demand	1 p.c. pm.
ON BATAVIA.—	
On demand	1/10 1/2
ON HAIPHONG.—	
On demand	2 1/2 p.c. pm.
ON SAIGON.—	
On demand	2 p.c. pm.
ON BANGKOK.—	
On demand	61
SOVEREIGNS, Bank's Buying Rate	9/85
GOLD LEAF, 100 fine, per tael	52
BAR SILVER, per 100	28 1/2

Malwa New	\$82½	to	—	per picul.
Malwa Old	\$830	to	—	"
Malwa Older	\$850	to	—	"
P. P per-wrapped	\$350	to	—	"
Persian fine quality	\$870	to	—	"
Persian extra fine	—	to	—	"
Putna New	\$925	to	—	per chest.
Putna Old	—	to	—	"
Benares New	\$945	to	—	"
Benares Old	—	to	—	"

THE FRENCH MAIL.  
The M. M. steamer *Oceanien*, with the next French mail, will leave Saigon to-day at 2 p.m. for this port.

THE AMERICAN MAIL.  
The T. K. K. steamer *America* Maru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai on the 15th inst.

MERCHANT STEAMERS.  
The N. Y. K. steamer *Yanezuchi* Maru (Bombay Line) left Singapore for this port on the 6th inst., and is expected to arrive here on the 22nd inst.

The H. A. L. steamer *Asteria*, from New York, left Manila for this port on the 14th inst., and may be expected here on or about the 22nd inst.

The N. P. steamer *Queen Adelaide* sailed from Yokohama for Hongkong on the 8th inst.

The N. G. L. steamer *Königsberg*, from Hamburg, left Singapore for this port on the 13th inst., and may be expected here on or about the 25th inst.

The F. & O. steamer *Canton*, left Singapore for Hongkong on the 19th inst. at 4 p.m.

[illegible]

CHINA COAST METEOROLOGICAL REGISTER, 20th MARCH, P.M.										CONNAUGHT HOUSE.	
STATION.	Loc.	Bar. reduced to level and 32° Fahr.	Temp. air.	Humidity.	Wind.		Weather.				Dr. J. Spencer Houli- U.S.A.
					Direction.	Force.					
Mar.								Mrs. C. A. Adams	House-Admiral L. A.		Capt. & Mrs. F. H.
								Branstetter, U.S.N.	Hutchinson		Mrs. H. R. Insley
								Mrs. L. A. Beardslee			Mrs. H. L. Jewett
								Mrs. E. R. Bellup			Dr. J. W. Kerr
								Mrs. J. V. B. Blacketer			Mrs. O. W. Koester
								Mrs. V. Blue			Mrs. E. H. Leigh
								Mrs. Bostwick			Mrs. C. Mackenzie
								Mr. & Mrs. J. Brownhill			Mrs. B. H. McCalla
								Lieut. H. F. Bryum,			Mrs. G. H. Macdon-
								U.S.N.			Mr. G. B. Parlett
								Mrs. C. A. Carr			Mr. & Mrs. A. B. Robin-

[illegible]

1	Tanah .....	30.21	—	—	0	Capt. Frok	Lieut. C. Leary
2	Tanah .....	30.21	—	—	8	Mrs. A. Mrs. P. B. Good-	Capt. Luethelm
3	Kosulim .....	30.21	—	—	—	ger	Mr. L. Schmitt
4	Kosulim .....	30.21	—	—	NE 6	Mr. Geo. H. Hadden	Mr. & Mrs. Thomson
5	Harland .....	30.21	47	100	NE 4	Mrs. Kennedy	Mr. Geo. C. Walker
6	Strong, Peter .....	30.27	63	85	SW 2	Mr. C. The Kim	Capt. Wittmann
7	Amey .....	30.22	61	89	E 2		
8	Swales .....	30.25	67	—	NE 1		
9	Swales .....	30	—	—	—		
10	Houngboon, 10 a. .....	30.33	70	67	NE 3		
11	Vice a Rea .....	30	—	—	E 6		
12	Gap Rock .....	30.22	—	—	NE 2		
13	Harland .....	30.22	79	—	SW 1		
14	Harland .....	30.22	79	—	SW 1		
15	Harland .....	30.22	79	—	SW 1		
16	Harland .....	30.22	79	—	SW 1		
17	Harland .....	30.22	79	—	SW 1		
18	Harland .....	30.22	79	—	SW 1		
19	Harland .....	30.22	79	—	SW 1		
20	Harland .....	30.22	79	—	SW 1		
21	Harland .....	30.22	79	—	SW 1		
22	Harland .....	30.22	79	—	SW 1		
23	Harland .....	30.22	79	—	SW 1		
24	Harland .....	30.22	79	—	SW 1		
25	Harland .....	30.22	79	—	SW 1		
26	Harland .....	30.22	79	—	SW 1		
27	Harland .....	30.22	79	—	SW 1		
28	Harland .....	30.22	79	—	SW 1		
29	Harland .....	30.22	79	—	SW 1		
30	Harland .....	30.22	79	—	SW 1		
31	Harland .....	30.22	79	—	SW 1		
32	Harland .....	30.22	79	—	SW 1		
33	Harland .....	30.22	79	—	SW 1		
34	Harland .....	30.22	79	—	SW 1		
35	Harland .....	30.22	79	—	SW 1		
36	Harland .....	30.22	79	—	SW 1		
37	Harland .....	30.22	79	—	SW 1		
38	Harland .....	30.22	79	—	SW 1		
39	Harland .....	30.22	79	—	SW 1		
40	Harland .....	30.22	79	—	SW 1		
41	Harland .....	30.22	79	—	SW 1		
42	Harland .....	30.22	79	—	SW 1		
43	Harland .....	30.22	79	—	SW 1		
44	Harland .....	30.22	79	—	SW 1		
45	Harland .....	30.22	79	—	SW 1		
46	Harland .....	30.22	79	—	SW 1		
47	Harland .....	30.22	79	—	SW 1		
48	Harland .....	30.22	79	—	SW 1		
49	Harland .....	30.22	79	—	SW 1		
50	Harland .....	30.22	79	—	SW 1		
51	Harland .....	30.22	79	—	SW 1		
52	Harland .....	30.22	79	—	SW 1		
53	Harland .....	30.22	79	—	SW 1		
54	Harland .....	30.22	79	—	SW 1		
55	Harland .....	30.22	79	—	SW 1		
56	Harland .....	30.22	79	—	SW 1		
57	Harland .....	30.22	79	—	SW 1		
58	Harland .....	30.22	79	—	SW 1		
59	Harland .....	30.22	79	—	SW 1		
60	Harland .....	30.22	79	—	SW 1		
61	Harland .....	30.22	79	—	SW 1		
62	Harland .....	30.22	79	—	SW 1		
63	Harland .....	30.22	79	—	SW 1		
64	Harland .....	30.22	79	—	SW 1		
65	Harland .....	30.22	79	—	SW 1		
66	Harland .....	30.22	79	—	SW 1		
67	Harland .....	30.22	79	—	SW 1		

Hongkong, 31st January, 1901.

怡牛號  
YEE SANG & CO.

MEHREZ FALCONER C.R. REGISTER, 21st March.  
Barometre B.M.M. 30.7 Therm. 9 A.M. (West bulb) 84  
Barometre I.P.M. 30.10 Therm. I.P.M. (West bulb) 86  
Barometre A.M. 30.10 Therm. A.M. (West bulb) 86  
Thermom. A.M. 72 Therm. Maximum over- 72  
Thermom. I.P.M. 72 Therm. Maximum over-  
Thermom. A.N. 71 night 71

COAL MERCHANTS  
has always on hand  
**LARGE STOCKS EVERY DESCRIPTION OF COALS**  
Address—Care of Messrs. JAMES WATSON & SONS,  
No. 144, DES VOEUX ROAD.

**Honorable House.**

Mr. E. Alexander	Mr. & Mrs. F. Kline
Mr. D. A. Andrews	Major H. S. King, R.E.
Mrs. Angus	Dr. H. Krounien
Mr. Asa	Mr. J. H. O. Kaye
Mr. & Mrs. Atkins	Arch. Stanley Lambton
Mr. J. P. Barker	Mr. & Mrs. J. C. Leishman
Mr. W. S. Bailey	Mr. J. C. Leishman
Mr. Beauchamp	Mr. R. E. Lewis
Mr. & Mrs. D. D. Bell	Major C. F. Littledale
Mr. B. G. A. Belling	R.E.
Mr. & Mrs. B. B. Black	Mr. & Mrs. W. M. Lou
Mr. G. Blinchoff	Mr. E. V. Lukwyk
Mr. F. Bonnet	Mr. Emile Lutz
Mr. L. W. Borthwick	Assoc. Col. Maitland
Lieut. Braundt, R.E.	Mr. & Mrs. G. A. Marshall
Mrs. Brander	Mr. O. J. Matcock
Capt. E. B. Brims	Mrs. E. E. Matzeman
Capt. & Mrs. Bruce	Mrs. Macellum & infant
C. C. M. O. Burnie	Mr. H. Meyer
Dr. & Mrs. F. Clarke	Major C. E. Mould, R.E.
Mr. E. B. Clarke-Thornhill	Mr. & Mrs. J. C. Mould
and valet	Mr. J. J. Niblock
Mr. Jack E. Cochr	Mr. & Mrs. J. J. O'Neil
Mr. & H. C. Conger, U.S. Minister	Mr. K. O'Neil
Mrs. & Miss Conger	Capt. S. G. O'Neil
Mr. J. W. Crigington	Lieut. C. I. Pusey
Mr. Knuth H. Cress	Mr. T. Pail
Mr. & Mrs. H. Dallas	Mr. & Mrs. J. P. Phipps
Capt. & Mrs. Das	Miss Pierce
Mr. E. H. DeWick	C. C. A. Pollard
Mr. G. M. Dugan	Mr. & Mrs. Dugan
Major Dorehill, R.E.	Mr. & Mrs. Ringer
Mr. and Mrs. Clement	Baron Mitter
Drew	Mr. T. Mittenhal
Capt. P. S. Dyson	Mr. C. A. Mundy
Mr. & Mrs. A. Spencer	Mr. H. Semmler
Ellman	Mr. and Mrs. G. Siemens
Com. F. H. Elderton, R.E.	and and family
Mr. S. B. Elk us	Mr. A. Szeve
Mr. R. L. M. Exchert	Mr. G. K. Stevens
Dr. and Mrs. Suckion	Mr. H. Guyone Stevens
Evans	Mr. and Mrs. O. C. Stevens
Mr. J. E. Faaty	Mr. E. A. Stewart
Mr. H. Gung	Mr. D. G. Taylor
Mr. and Mrs. Kennedy	Mr. H. H. Tooty
Gibson	Mr. J. L. Upatut
Mr. A. G. Ka-Bazon	Mrs. Vando-pot
Mr. C. Gower	Mr. Verrier
Capt. Goddard	Mr. G. H. Wankman
Mr. Jordan	Mr. F. Wagnemann
Mr. P. Huns	Mr. E. P. Ward
Mr. H. Handelman	Mr. and Mrs. Frank W.
Baron v. Hardtke	Watts
Mr. John Harvey	Mr. D. Wells
Mr. & Mrs. Heacock	Mr. & Mrs. Chas. Wesse
Mr. T. Hormans	Mr. and Mrs. Wilscher
Mr. Jermann	Mr. A. S. White
Mr. & E. Hochappel	Lieut. and Mrs. Bagnall
Mr. & Mrs. J. D. Howkins	Wild
Mr. Thos. Howard	Mrs. J. Williams
Mr. F. Isles	Mr. V. G. Vilizon
Mrs. J. B. Jackson and	Mrs. G. Vilizon
Mr. M. V. Janson	Miss Vilizon
Mr. A. Johnson	Mr. & Mrs. R. T. Wolf
Mr. & Mrs. E. S. Jos. J.	Mr. and Mrs. K. J. Wright
Mr. & Mrs. Judell	Mr. S. Zieser
Mr. H. Kaenger	Mr. H. Zinn
Mr. E. A. Kason	

CODE WORD: "DOCK." NAGASAKI  
A.I, A.B.C., Scotts' and Engineering Code  
Hand

DOCK No. 1 (at TATEGAMI.)		
Extreme Length...	523	feet.
Length on Blocks .....	513	"
Width of Entrance on Top .....	89	"
Width of Entrance on Bottom .....	77	"
Water on Blocks at Spring Tide .....	26½	"

DOCK No. 2 (at MUKAIJIMA.)	
Extreme Length...	371 feet.
Length on Blocks ...	350 "
Width of Entrance on Top ...	66 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide	22 "

**PATENT SLIP (at KOSUGE).**  
Can take vessels up to 1,000 tons gross.

---

**THE WORKS** are well equipped with 1


**LATEST IMPROVEMENTS** and execute any kind of work in **SHIPBUILDING** and **MARINE ENGINEERING** as well as in **REPAIRING** of **SHIPS**. The **COMPANY** has a **POWERFUL SAW** **VAGE PLANT** **READY** **AT** **SHORT** **NOTICE**. [16]

**HARPER JOHNSTON'S  
SQUARE**

**BOTTLE WHISKY.**

**NAPIER JOHNSTONES**

**SQUARE BOTTLE WHISKY**

A black and white photograph of a bottle of Napier Johnstones Square Bottle Whisky. The bottle is dark and rectangular with a square cross-section. It has a dark cap and a label on the front. The label features the brand name 'NAPIER JOHNSTONES' at the top, followed by 'SQUARE BOTTLE WHISKY' and 'BLACK & WHITE'. There is also a small illustration on the label. The bottle is centered between two vertical text columns.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed  
AGENTS for the above Company, are pre-  
pared to ACCEPT RISKS against FIRE at  
Current Rates

SIEMSEN & CO.,

Hongkong, 16th November, 1872. Agents. [29]  
PHENIX FIRE OFFICE

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.  
DOUGLAS LAPRAIK & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [32  
THE WESTERN ASSURANCE CO.

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.  
INCORPORATED 1851.  
CAPITAL.....£410,000.

**T**HE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
Wm. MEYERINK & CO.,  
Agents.  
Hongkong, 18th May, 1900. 1512

**N**ORTHE GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PLEASSED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.  
Hongkong, 20th May, 1895. [31  
AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LA-CHAPELLE.  
THE Undersigned, having been appointed?

**1 AGENTS** for the above Company, are prepared to **ACCEPT RISKS** against **FIRE** at Current Rates.  
**REUTER, BRÖCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897. 114

**LONDON**  
**FIRE INSURANCE COMPANY, Ltd.**  
(Established 1828)

**THE** Undersigned, having been appointed  
**GENERAL AGENT** for the above  
Company, is prepared to **ACCEPT RISKS**

at current rates.  
Claims settled direct without reference to the  
Head Office.  
A. B. MARTY,  
Agent.  
Hongkong, 1st August, 1900. 2794

**FIRE INSURANCE COMPANY, LD.**  
(Established 1835.)

**THE** Undersigned, having been appointed  
**GENERAL AGENTS** for the above  
Company, are prepared to **ACCEPT RISKS**  
at current rates.

ND P. LEMAIRE & CO.  
Hongkong, 7th February, 1901. [439]  
SALAMANDER FIRE INSURANCE  
COMPANY.  
THE Undersigned, having been appointed  
AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
HOTZ, s/JACOB & CO.  
Hongkong, 2nd April, 1900. [33]

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**N**ORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1899		
<u>\$14,400,089.</u>		
I. AUTHORIZED CAPITAL.....	\$3,000,000	0 0
SUBSCRIBED CAPITAL....	2,750,000	0 0
PAID-UP CAPITAL.....	687,500	0 0
II. FIRE FUNDS.....	2,731,183	13 7

The Undersigned, having been appointed  
**AGENTS** for the above Company, are pre-  
 pared to **ACCEPT RISKS** against **FIRE** at  
 Current Rates.

**SHEWAN, TOMES & CO.,**  
 Agents.

Hongkong, 22nd June, 1880. [1872

**SUN INSURANCE OFFICE, LONDON**  
FOUNDED 1710.  
The Undersigned having been appointed  
**AGENTS** for the above Company, are pre-  
pared to **ACCEPT RISKS** against **FIRE** at  
Current Rates.  
**STERNSEN & CO**

DAVID COESAR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX CANVAS

TE  
ON  
243

RELIANCE CROWN  
TAPPAULING  
ARNHOLD, KARBEEG & CO.,  
3190] Sole Agents.

BAILEY & MURPHY.  
CONSULTING ENGINEERS AND

**SURVEYORS,**  
60 & 62, DES VŒUX ROAD.  
Telephone No. 187. Telegrams "Contract."  
W S BAILEY, M.E., MECH. E.

E. O. MURPHY, WH. SC. A.M.I. MECH. E.  
Hongkong, 4th January, 1901. [13]

R. S. A. L. E.

STRONGEST CONSTRUCTION.

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**THE BEST MAKES IN THE WORLD.**  
**ORDERS, APPLY TO—**  
**HOTZ, S'JACOB & CO.**  
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DISTILLERS SINCE 1679.  
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World for Club or Private use at \$10.00  
because "it comes through the SODA—  
pure, mellow, refined, non-smoky, delicate flavoured

**F. BLACKHEAD & Co.**  
BIRMINGHAM for the Continent, at 14, Des Vignes  
Hongkong; London Office, 131 Fleet Street, E.C.